

2015 ANNUAL AUTO ISSUE

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Cover photograph
by Adam Kurtz

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RATINGS We rate products using these symbols:



READER LETTERS

Why Some New Cars Don't Make the Ratings, a Cell Plan for Music Lovers, and More



In Search of the New Honda Fit

I've made many satisfying purchases through CR's recommendations. Looking at "Best Car Values" (February 2015) I was surprised as well as disappointed not to see the Honda Fit anywhere. Did someone at CR fall asleep at the wheel?

—Neil G. Weinberg, via e-mail

EDITOR'S NOTE The Fit was recently redesigned, so it was too new for us to have reliability data. We should have that info later this year.

A Tip on Safe Drug Disposal

I like your advice about taking old meds to pharmacies ("Deadly Pain Pills," September 2014). But I think it would have been even better advice to tell people to contact their local government to find out when and where to take them to be disposed of properly. I collect them in a box and then, every couple of months, take them to a site for disposal set up by my local agency.

—Richard More, Hempstead, NY

Seniors vs. High-Priced Cable

I am 73 and thank you for writing about the ever-escalating cable rates facing all senior citizens (Your Advocate, January 2015). In 2004, my monthly rate was approximately \$70, then it grew to about \$105 per month and in August, to \$152. I don't know when I've felt so captive. I intend to move in a few months and I will never deal with the cable company again.

—Jesse Wayne, Billings, MT

Luxe Ride—or Lemon?

While I'm sure the similarity is coincidental, I had to chuckle at the graphic accompanying February's article about leasing luxury vehicles ("When Leasing Luxury Costs Less"). The cars shown bear an uncanny resemblance to East German Trabants, a car matched only by the hapless Yugo as the antithesis of luxury. "Trabis," of course, were (in)famous for having plastic-and-fiberglass bodies and being powered by engines that were better suited for lawn tractors.

—Jeff Karpinski, King of Prussia, PA

Have Your Tunes and Data, Too

In your February article "How to Get the Right Cell Plan, and Phone, for Your Needs" (February 2015), you missed one of the main features of the new T-Mobile plans: streaming music services (including Pandora, Songza, Spotify, etc.) that do not count toward monthly 4G allotment. It is a huge savings. I have a five-line family plan with three teenagers who listen to music constantly, and we get by with their base Simple Choice plan.

—Mark Mang, Rochester, NY

EDITOR'S NOTE Voracious music streamers should be able to save on T-Mobile's "Music Freedom" service, which allows unlimited streaming from more than two dozen popular music sources that won't count against your data allowance. But some college, community, or independent radio stations may be ineligible for that free data ride.

Another Drawback to Extended Service Warranties

In your column about extended service warranties ("From the Editor," February 2015), you might have added that the extended warranties do NOT begin at the end of the manufacturer's warranty. Thus, if you buy a three-year extended warranty on a product that comes with a one-year manufacturer's warranty, you're really only getting two years.

—Gary Goldberg, Silver Spring, MD

For One Reader, Problem Solved

I cannot thank you enough for contacting LG on my behalf (Your Advocate, February 2015). I just received my second water bill since my washing machine was fixed. The bills have been \$20 to \$30 less for these past two months.

—Lewis Fevola, Staten Island, NY

A CLARIFICATION In our answer to a reader's query about the meaning of "clinically tested" and "clinically proven" on labels (Your Advocate, February 2015), our response implied that the Food and Drug Administration reviews ad claims for prescription drugs. It reviews drugs for safety and efficacy but doesn't review drug advertising in most cases.

→ SEND your letters for publication to ConsumerReports.org/lettertoeditor.

FROM THE PRESIDENT



Car Coverage: What No One Else Will Tell You

My guess is that you are as eager as I was to explore the Top Picks and recommended vehicles in this issue. But we don't stop there. Unlike other publications that provide ratings, we report on the best and uncover the worst. While I think this issue delivers on both fronts, it also sheds light on the safety issues making the headlines and Twitter feeds.

In 2014, some 62 million U.S. vehicles were recalled, an all-time record. That's about the equivalent of four combined years of all cars sold in America, or roughly one out of every four cars on the road today. Several of those recalls made news and were linked to scores of injuries and deaths. You may be wondering what it all means, and whether your car is safe to drive.

In "The Truth About Recalls," we look into what's behind this record-setting year, including an interview with Mark Rosekind, the new head of the National Highway Traffic Safety Administration (NHTSA). We also give you a five-step guide for what to do if you think you may be affected by a recall.

You can always rely on CR to give you the information you need to stay safe in your vehicle and on the road. And we'll continue to advocate on your behalf to ensure that manufacturers and government agencies are accountable for your safety.

—Marta L. Tellado,
President and CEO



Whether on the road or in the garage, our car enthusiasts live and breathe cars. The vehicles they test are part of their lives, and they use them just like you do: going on summer vacations, loading up at big-box stores, and taking a slew of kids to after-school activities. They also use them to commute to the office, a test track in rural Connecticut.

FROM THE EDITOR

Meet the Toughest Car Critics in America

Sure, they look nice—friendly, even. But the 28 people above, shown at Consumer Reports' 327-acre auto test center in Connecticut, are brutal. They put cars through challenges that no other publication demands. Their 580 years of combined experience in testing, engineering, and data analysis make our Annual Autos Issue the single most authoritative guide out there.

What makes our auto testing unique?

- We spent \$2.7 million on cars last year. We buy all of our tested cars and don't rely on freebies or on exotic press junkets paid for by automakers.
- We shop like you shop. We buy cars anonymously, at dealerships. Reviewers for other publications often base their judgments on loaners hand-picked by manufacturers.
- We drive. And drive some more. Our

tested vehicles are each driven thousands of miles over several months. At many other publications reviews are often based on just a day or week of seat time.

- We're test crazy. Every vehicle undergoes more than 50 tests, including evaluations for braking, accident avoidance, fuel economy, and acceleration.
- We're unbought and unbossed. We take no advertising of any kind, so we have no one to please but you. Which is why ...
- We tell it like it is. Lots of magazines will list their top cars of the year. We're the lone voice that will also reveal the clunkers, junkers, and rip-offs.
- We can tell the future. This is what no one else can do: We can predict how reliable your new car will be based on our exclusive surveys that cover more than a million ownership experiences per year, as reported by our subscribers.

—Ellen Kampinsky, *Editor in Chief*

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New CARS

WHAT THE TESTS REVEAL

Every vehicle has to prove its mettle at our 327-acre auto track. See how each performed in our Ratings, starting on page 66.

DETROIT REV'S UP

American automakers have upped their game and are competitive in many categories. See page 13.



TO BUY OR NOT TO BUY

We'll help you make a smart decision. See page 19.

GREEN SENSE

With gas prices so low, does it still make sense to get a hybrid or electric car? Find out on page 16.

THE ULTIMATE CAR GUIDE

We love cars and SUVs and trucks, but boy, do we put them through their paces. We make them endure more than 50 tests, so we can tell you the best wheels to get.

See Top Picks, on page 8.

10 TOP PICKS OF 2015

These are the cars that ignite the gasoline in our veins. That we trust. Respect. And love. They also happen to score high in our reliability Ratings and shine in automotive crash tests. So if you corner a Consumer Reports auto expert at a party and ask, "What car should I buy?" these cars will be the answer.



MIDSIZED SEDAN

Subaru Legacy

MOST SEDANS are excellent appliances—they do their job, but few people wake up excited to drive them. The Legacy exceeds those drab, rental-car expectations, providing a quiet, comfortable,

and roomy package that also has the best ride among its peers. Its 26 mpg might seem lackluster, but that's with the reassurance of all-wheel drive. Years ago, quirky folks bought Subarus to be

practical and pragmatic. Now it's simply a great car with mainstream appeal and impact. If you need a wagon for its cargo space, the Legacy's Outback sibling is an excellent choice as well.

REPORT CARD

Test Score: 89

Reliability:

Overall MPG: 26

Price as Tested: \$24,837

NEW CARS



GREEN CAR

→ Toyota Prius

THE PURITY of the Prius' functional excellence dictates that—although almost at the end of its model cycle—it remains atop our list as the best green car. Sure, there are other hybrids, and even plug-ins, but nothing can touch the sweet-spot combination of the Prius' affordability, stellar fuel economy, smart packaging, and blue-chip reliability. That's why it has been a Top Pick for 12 years in a row. Sure, its ride comfort is merely OK, the cornering is lackluster, and interior bits feel cheap to the touch, but the

Prius has transformed an early-adopter technology into a mainstream player. It's the perfect economical transportation solution. "Just buy a Prius" has become our testers' cocktail-party refrain.

REPORT CARD

Test Score: 75

Reliability: ●

Overall MPG: 44

Price as Tested: \$29,230

What It Takes to Be a Top Pick

PERFORMANCE Each model must rank at or near the top of its class in our overall road-test score.

RELIABILITY A Top Pick must have an average or better predicted reliability Rating, based on problems reported by subscribers who rated 1.1 million vehicles in Consumer Reports' latest Annual Auto Survey.



SAFETY Top Picks must perform effectively if included in crash or rollover tests conducted by the government or insurance industry.



SMALL SUV

→ Subaru Forester

COMPACT CROSSOVERS are the hottest vehicle segment, and Subaru has nailed the recipe of combining practicality, safety, fuel economy, value, and interior accommodations. Subaru's merchandising of features transmits into outstanding value for the price. For 26 grand and change, you get all-wheel drive, a moonroof, 17-inch wheels, heated seats, and a power driver's seat. Its visibility is terrific. The Forester doesn't just look like a tank; it's built like one—with better crash-test results than most of the field. Its one downside—an outdated infotainment center—will be addressed with a running change this spring. This is the vehicle we recommend to our families.

REPORT CARD

Test Score: 86

Reliability: ●

Overall MPG: 26

Price as Tested: \$26,814



LARGE CAR

→ Chevrolet Impala

FOR DECADES, the Impala nameplate was synonymous with the image of a bad rental car. Make no mistake, this Impala humbles the Toyota Avalon and even the Lexus ES 350. Large and roomy, the Impala has comfortable seats and rides like a true luxury car. The suspension is supple yet responsive, without the body roll that plagues many big cars. For the older demographic this car hopes to attract, the controls are big, intuitive, and easily understood. The only drawback is limited visibility due to its high rear deck and deep parcel shelf. You can get one nicely equipped for \$35,000, with affordable optional forward-collision and lane-departure warning systems. A caveat: Only the V6 version meets our reliability standards.

REPORT CARD

Test Score: 91

Reliability: ○

Overall MPG: 22

Price as Tested: \$39,110



COMPACT CAR

→ Subaru Impreza

THE IMPREZA'S INTERIOR packaging is outstanding, especially when you put friends (whom you want to remain your friends) in the backseat. Recent improvements have made it quieter inside. The ride is more comfortable than in some pricier cars. It drinks more fuel than its peers, but you're getting all-wheel drive as a benefit. We don't like the slackness and drone of most continuously variable transmissions, but with recent improvements Subaru has managed to mask those quirks. Subaru also has finally embraced the need for a contemporary infotainment system. The Impreza is among the pricier compact sedans, but it's a strong value. A great starter car.

REPORT CARD

Test Score: 79

Reliability: ●

Overall MPG: 27

Price as Tested: \$21,345

NEW CARS



LUXURY CAR

► Audi A6

QUICK, NIMBLE, AND EFFORTLESS, the A6 pampers you with extravagant surroundings and a plush ride. But at its heart, this Audi remains a driver-focused machine faithful to its core value of crisp handling on a curvy road. The seats are bolstered for hard cornering yet are comfortable on that 6-hour whisper-quiet cruise to wine country—with a trunk that will store your year's supply of Riesling. The interior's styling and layout display functional elegance without showy glitz—a fit-and-finish leitmotif that makes fans of Design Within Reach all squishy inside. All functions are within a finger reach of an infotainment system that becomes logical with some practice. Fuel economy is commendable when combined with the security of the Quattro all-wheel drive. Hit five out of six Powerball numbers? Then take your reward.

REPORT CARD

Test Score: 90

Reliability:

Overall MPG: 22

Price as Tested: \$56,295



BEST OVERALL

► Tesla Model S

FOR ALL OF THE IMPRESSIVE new vehicles released in 2014, none was able to eclipse the innovation, magnificence, and sheer technological arrogance of the Tesla. That's why it's our best overall pick for the second consecutive year. Through the course of their life cycles, cars become obsolete quickly as newer models appear with updated gizmos. But with Tesla's over-the-air software updates, a Model S that came off the line in 2013 has many of the same new features as one built today. Despite the Tesla's teething problems at launch, our subscriber reports showed average reliability. The Model S is a technological tour de force, a high-performance electric vehicle with usable real-world range, wrapped in a luxury package.



REPORT CARD

Test Score: 99

Reliability:

Overall MPG*: 84

Price as Tested: \$89,650

SPORTS SEDAN

► Buick Regal

FANS OF GERMAN AUTOBAHN cruisers are breaking out their venom-tipped quill pens as they read this. An American car—an American front-drive car—is one of our Top Picks? Unbelievable! Surprisingly agile, the Regal defies Buick's brand stereotype. Because it's an Opel underneath, it has that Teutonic ride control that provides a Europhile driving experience. Close your eyes, and you'll think you're driving an Audi—a very good Audi at that. The 259-hp, 2.0-liter turbo is sharply integrated with a six-speed automatic and available all-wheel drive, and it remains responsive across a linear power band. The IntelliLink infotainment system is intuitive. The value-for-money equation is strong. You can even get a Regal with a stick shift to bolster your sport sedan credentials. It may not be as luxurious as the German giants, but a well-equipped Regal delivers a lot for the money.



REPORT CARD

Test Score: 83

Reliability:

Overall MPG: 24

Price as Tested: \$34,485

MINIVAN

Honda Odyssey

WHEN HONDA INTRODUCED its redesigned Odyssey at an autocross course, most journalists asked, "Who cares whether a minivan can giddyap?" No one, until you're hauling a load of kids and must nonchalantly dodge an 18-wheeler's shredded

tire. The Odyssey rides and handles better than some family sedans; it's actually enjoyable to drive. This is the best vehicle Honda makes, a living room on wheels that can take corners with confidence. There's flexible seating for up to eight

crumb crunchers, and an optional built-in vacuum to clean up after them. It scores well in crash tests. An all-wheel-drive version is still missing from the lineup, and reliability could be better. But it's still one of the best values on the market.

REPORT CARD

Test Score: 84

Reliability: ●

Overall MPG: 21

Price as Tested: \$38,055



MIDSIZED SUV

Toyota Highlander

TOYOTA HAS FINALLY convinced people that minivans are cool ... just present them as an SUV! In all seriousness, this people and cargo hauler has all the versatility and functionality of a Mom-mobile, but wrapped in a slightly more macho package that grew 3 inches compared with the old model. Although its engines are carry-overs, the redesigned Highlander has a new all-wheel-drive setup and an elegant double-wishbone rear suspension that make



it handle more like a car and less like a whale. The interior packaging is cavernous and smart—with neat touches like a wee balcony for your smart phone and a center cubby that will swallow a purse. This is the *real* swagger wagon for the sensible crowd.

REPORT CARD

Test Score: 84

Reliability: ●

Overall MPG: 20

Price as Tested: \$38,941

Where Are the Trucks? Sharp-eyed readers may notice that there's no Top Pick in the pickup-truck category. That is because the 2015 Ford F-150 and Chevrolet Colorado are too new to have reliability and testing data, and the Chevrolet Silverado/GMC Sierra and Ram 1500 are not reliable enough. With such a thin field, we decided to pass until next year's Ratings are in.

▶ **TO SEE OUR EXCLUSIVE VIDEOS** of each of our Top Picks in action, go to ConsumerReports.org/toppicks.



Best and Worst Car Brands

Our exclusive Report Card shows who makes the most reliable, best-driving vehicles

THINK OF RELIABILITY and road-test performance as a dating couple: often seen together, but not always. That's the way it can be with cars, too: A top score in our tests doesn't mean a car will be reliable; conversely, reliable cars can—and do—score poorly in our road tests.

To take full measure of how the automakers stack up, our brand Report Cards provide a composite of the average road-test score and predicted reliability across their lineup. The overall scores show which automakers get it right in performance and reliability.

This year Lexus again topped our list, thanks to very good road-test performance and solid reliability across the board. Next up was Mazda, which is all the more impressive because half of its models have been introduced or redesigned within the past three years. Rounding out the top five were Toyota, Audi, and Subaru.

Buick's improved reliability helped it take top honors among all domestic brands for the second year running. In addition, it moved up several spots in our overall rankings, even passing Honda.

Our Annual Reliability Surveys have found that redesigned models often come with teeth-ing problems. Mercedes-Benz was the biggest loser, taking a major hit due to a drop in reliability from several models and the low-scoring and unreliable new CLA. Acura and Infiniti also fell from grace. Acura's once-stellar reliability has declined in recent years, and the unimpressive RLX redesign fell short in our tests. Infiniti is an example of how one low-scoring and unreliable model—here, the new Q50—can hurt a carmaker with a small lineup.

The Chrysler, Dodge, Jeep, and Fiat brands all scored near or at the bottom, the result of poor reliability and a variety of new or redesigned models with low road-test scores.

NO ONE ELSE DOES WHAT CONSUMER REPORTS DOES

Here's what makes our Brand Report Card different:

- Reliability is based on owner experiences with about 1.1 million vehicles.
- Road-test scores comprise more than 50 tests.
- To be recommended, a vehicle must perform well in government and insurance-industry crash tests, if tested.

BRAND REPORT CARDS

Our rankings of car brands are calculated by factoring vehicle road-test scores and predicted reliability. The percentage of vehicles we recommend is listed as well.

Better ← ○ → Worse

RANK	MAKE	OVERALL SCORE*	ROAD-TEST SCORE	PREDICTED RELIABILITY	RECOMMENDED TEST VEHICLES
1	Lexus	78	76	●	78%
2	Mazda	75	76	●	67%
3	Toyota	74	72	●	68%
4	Audi	73	81	●	56%
5	Subaru	73	80	●	80%
6	Porsche	70	84	○	60%
7	Buick	69	76	●	83%
8	Honda	69	71	●	58%
9	Kia	68	73	●	78%
10	BMW	66	82	○	50%
11	Acura	65	78	○	40%
12	Volvo	65	76	○	67%
13	Hyundai	64	73	○	36%
14	GMC	61	71	○	17%
15	Volkswagen	60	76	○	46%
16	Lincoln	59	74	○	40%
17	Infiniti	59	76	○	29%
18	Nissan	59	70	○	25%
19	Chevrolet	59	71	○	36%
20	Cadillac	58	77	●	25%
21	Mercedes-Benz	56	81	●	20%
22	Scion	54	57	○	25%
23	Chrysler	54	73	●	None
24	Ford	53	72	●	19%
25	Dodge	52	71	●	33%
26	Mini	46	72	●	None
27	Jeep	39	59	●	None
28	Fiat	32	55	●	None

*Overall scores are rounded from decimal points and do not indicate ties between brands.

HOW TO READ THE CHART

You can use this information to first look for the areas that concern you most.

The brands are listed in order of an overall score that combines two factors.

Or you can focus on either performance or reliability attributes.

1. Overall score. Look to see who excels. We combine each brand's average road-test score with its average reliability score.

2. Road-Test Score. This will tell you how well the brands' models perform in our tests overall. This score is an average of all of the models CR has currently tested.

3. Predicted reliability. This column provides a guide to how, on average, new cars from that automaker are likely to hold up.

4. To be included. A brand must have at least two models with test and reliability data to be included. Brands that did not have sufficient data to rate are Jaguar, Land Rover, Maserati, Mitsubishi, Ram, Smart, and Tesla.



Detroit Wakes Up

There really is an American revival. The proof: 3 U.S. cars make our Top Picks.

FOR THE FIRST TIME since the turn of the century, Consumer Reports has placed three vehicles from domestic automakers among its Top Picks: Buick Regal, Chevrolet Impala, and the Tesla Model S—our top-rated car.

What's more, Consumer Reports' overall road-test scores for Detroit models have leapt since 2012. Vehicles from General Motors are showing stronger reliability, are more fun to drive, and display technological advances that traditionally would first have appeared in import-brand cars. And some individual brands—long seen as also-rans—are now near the top of the charts; witness Buick's vaulting from the bottom of the pack past respected brands such as Honda and BMW in our brand report cards, which include reliability and road-test scores.

But it's more than just what we've experienced in our testing. Results based on the 1.1 million vehicles in our Annual Auto Survey have indicated that GM and Ford are making

slow improvements in vehicle reliability, meaning their cars are having fewer problems.

Mark Reuss, General Motors' executive vice president of global product development, said that in the past, GM fell into the trap of designing cars to meet the current competition on the road rather than looking to leapfrog them.

"The last thing I want someone to say is, 'We're making a competitive truck,'" Reuss said. "We have to make a winning truck, or else we're going to go out of business."

Imports Still Have the Lead

Although Detroit is attempting to close the gap on the import brands, GM and Ford still considerably trail leaders Toyota, Honda, Subaru, and Mazda in all key measurements. And though Ford's latest vehicles have scored well, it has a string of legacy vehicles that we cannot recommend. In fact, among Ford's broad product portfolio, only the Ford Flex and Fusion earn the right to be recommended by Consumer Reports. And sometimes the

technological claims backfire, as seen in Ford's black eye after having to revise its fuel-economy figures downward on several key vehicles. Clearly, there is still work to be done.

Joe Hinrichs, Ford Motor Co.'s president for the Americas, acknowledges that Ford still has a ways to go. Although the ability to introduce a new, trouble-free model is better than before, he says, "what is not known is what happens in year two, three, and four."

However, quite a few American cars are already topping our New-Car Value Ratings: The Buick Regal, Chevrolet Impala, and Chevrolet Traverse were first in their respective segments; the Lincoln MKZ, Buick Verano, and Dodge Durango came in second.

Some Other Brands Slip Lower

One sad exception to Detroit's promise is Fiat Chrysler Automobiles. Technically now an Italian car company, FCA is still mired at the bottom of the heap in vehicle reliability. The Chrysler brand has never been strong in reliability and reached a new low in our 2014 survey. And though our road-test Ratings of FCA products have improved in the past two years, much of the competition continues to get better, too.

Although part of Detroit's gains are due to actual improvements, American companies have also benefited from the fact that some foreign makers have slipped—notably Nissan and Mercedes-Benz—which have ongoing reliability challenges and decidedly mixed results in our tests.

John Mendel, executive vice president of American Honda Motor Corp., says the Detroit brands have always had the ability but sometimes lacked the follow-through.

"Detroit began touring Japanese automaker plants openly two decades ago. You come to my kitchen and you watch me cook, but you can't go back to your kitchen and cook the way I cook. They skip steps, and when you do that, you get what you get," Mendel said.

The state of the art for automobiles is always in motion, and it is clear that the Detroit companies are becoming increasingly proficient at their craft. The automotive giants stared into the financial abyss just a few years ago, but now they have awakened, delivering better products than ever and challenging the perennially leading brands.

"For years the domestic automakers built lower-priced and lower-quality alternatives to the imports," says Jake Fisher, Consumer Reports director of auto testing. "Those days are gone. Today's domestic cars can go toe-to-toe with the best."

Check out the brand Report Cards (page 12) to see where the leaders and laggards reside.

Best and Worst: Satisfaction, Reliability... and More

Top performers, cheapest to own, and good buys under \$25,000

FROM ON-ROAD testing to nationwide surveys, Consumer Reports covers it all. We put about 70 vehicles through their paces every year at our Connecticut test track. At the same time, each year we reach out to millions of our online and print subscribers, asking them about their experiences.

Here we give you quick, easy-to-digest highlights of our Reliability and Owner Satisfaction surveys; the most and least expensive vehicles to own over five years; performance standouts from our tests; and the best new cars you can buy for under \$25,000.

BEST & WORST PERFORMERS

Of the 270 vehicles that we've tested in our Ratings, these are the models that stood out for good and bad.

TOPS IN OUR TESTS

MODEL	ROAD TEST SCORE
Tesla Model S (85 kWh)	99
BMW M235i	98
Mercedes-Benz S550 (AWD)	96
Porsche 911 Carrera S	95
Mercedes-Benz E250 BlueTec (AWD)	93
Chevrolet Corvette Stingray 3LT	92
Chevrolet Impala 2LTZ (3.6)	91
Audi A8 L	91
Audi A6 3.0 Premium Plus Quattro	90
Infiniti Q70 (V6)	90
Audi A7 3.0 TDI	90

THE LOWEST SCORERS

MODEL	ROAD TEST SCORE
Jeep Wrangler Unlimited Sahara	20
Smart ForTwo Passion	25
Mitsubishi Mirage ES	29
Mitsubishi i-MiEV SE	35
Scion iQ	36
Chevrolet Spark 1LT	42
Scion tC	44
Toyota Yaris LE	47
Toyota Tacoma (V6)	49
Fiat 500L Easy	50

CARS THAT OWNERS LOVED—AND NOT SO MUCH

Below are the most and least satisfying models from CR's annual owner satisfaction survey, according to subscribers who said they would definitely get the same car again.

TYPE	MOST SATISFYING	LEAST SATISFYING
SUBCOMPACT CAR	Fiat 500	Nissan Versa Sedan
COMPACT CAR	Mazda3 (2.5L)*	Nissan Sentra
MIDSIZED CAR	Mazda6*	Volkswagen Passat (V6)
LARGE CAR	Dodge Charger (V8)	Buick LaCrosse (4-cyl.)
LUXURY COMPACT CAR	BMW 328d (diesel)*	Infiniti Q50 (V6)*
LUXURY MIDSIZED/LARGE CAR	Tesla Model S	Acura RLX*
SPORTY CAR	Chevrolet Corvette Stingray*	Hyundai Genesis Coupe
WAGON	Mercedes-Benz E-Class	Honda Crosstour*
MINIVAN	Honda Odyssey	Mazda5
SMALL SUV	Subaru Forester (nonturbo)*	Jeep Compass
MIDSIZED SUV	Toyota Highlander (V6)*	Nissan Pathfinder
LARGE SUV	Chevrolet Suburban*/GMC Yukon XL*	Nissan Armada
LUXURY COMPACT SUV	Audi Q5 (diesel)*	Land Rover Range Rover Evoque
LUXURY MIDSIZED/LARGE SUV	Porsche Cayenne	Infiniti QX60
PICKUP TRUCK	Ford F-250 & F-350 (diesel)	Nissan Titan

*Based on one model year of data instead of the typical three newest years.

MOST EXPENSIVE TO OWN—AND THE CHEAPEST

To determine how much it costs to own each car over five years, we factor in depreciation, fuel cost, loan interest, insurance premiums, sales tax, and maintenance and repairs. We use the national average of 12,000 miles per year to calculate cost.

TYPE	LEAST EXPENSIVE	5-YEAR COST	MOST EXPENSIVE	5-YEAR COST
SUBCOMPACT CAR	Toyota Prius C Two	\$24,000	Hyundai Veloster (base, man.)	\$31,750
COMPACT CAR	Honda Civic Hybrid	28,250	Kia Soul Plus	38,000
MIDSIZED SEDAN	Toyota Camry Hybrid XLE	31,250	Volkswagen Passat SEL Premium (V6)	44,750
LARGE SEDAN	Toyota Avalon Hybrid Limited	41,000	Chevrolet SS	58,750
LUXURY SEDAN	Buick Verano Leather (2.4)	36,750	Mercedes-Benz S550 (AWD)	120,500
SPORTY CAR	Honda Civic Si (man.)	34,000	Porsche 911 Carrera S (man.)	106,750
WAGON/MINIVAN	Mazda5 Grand Touring	36,500	Volvo XC70	51,500
SMALL SUV	Subaru XV Crosstrek Premium	33,500	Jeep Cherokee (V6)	47,000
MIDSIZED SUV	Chevrolet Equinox 1LT (4-cyl.)	37,750	Ford Explorer XLT (V6)	53,500
LARGE SUV	Chevrolet Traverse LT	50,000	Chevrolet Suburban LTZ	81,500
LUXURY SUV	Acura RDX	46,500	Land Rover Range Rover (V6)	100,215

NEW CARS

RELIABLE NEW CARS: MOST AND LEAST IN 15 CATEGORIES

These are the models that earned the highest and lowest predicted reliability scores in their respective categories, based on CR's 2014 Annual Auto Survey.

VEHICLE TYPE	MOST RELIABLE	LEAST RELIABLE
SUBCOMPACT CAR	Toyota Yaris*	Ford Fiesta
COMPACT CAR	Scion xB	Fiat 500L*
MIDSIZED CAR	Volkswagen Passat (1.8T)*	Nissan Altima (V6)*
LARGE CAR	Kia Cadenza*	Chevrolet Impala (4-cyl.)*
LUXURY COMPACT CAR	Lexus IS 350 Sedan*	Mercedes-Benz CLA250*
LUXURY MIDSIZED/LARGE CAR	Lexus LS	Mercedes-Benz S-Class*
SPORTY CAR	Honda Civic Si	Subaru BRZ*
WAGON	Audi Allroad*	Honda Crosstour*
MINIVAN	Toyota Sienna (FWD)	Chrysler Town & Country/Dodge Grand Caravan
SMALL SUV	Mitsubishi Outlander Sport*	Jeep Cherokee (4-cyl.)*
MIDSIZED SUV	Toyota Highlander (V6)*	Nissan Pathfinder
LARGE SUV	Chevrolet Traverse	Ford Flex EcoBoost*
LUXURY COMPACT SUV	Audi Q5 (V6)	Volvo XC60 (6-cyl.)
LUXURY MIDSIZED/LARGE SUV	Lexus RX	Infiniti QX60
PICKUP TRUCK	Toyota Tundra (V8, 2WD)	Ram 2500 & 3500 (diesel)

*Based on one model year of data instead of the typical three newest years.



HONDA CIVIC



KIA OPTIMA

BEST NEW CARS UNDER \$25,000

Sticking to a budget doesn't mean you have to get a mediocre car. These Recommended models, listed alphabetically, have done well in our tests, have average or better reliability, and performed adequately if crash tested.

MODEL	PRICE
SMALL CARS	
Honda Civic EX	\$21,880
Honda Civic Si (manual)	\$23,175
Hyundai Elantra SE (1.8L)	\$19,410
Kia Forte LX (1.8L)	\$19,570
Kia Rio EX	\$17,275
Kia Soul Plus	\$24,115
Mazda3 i Grand Touring (hatchback, 2.0L, manual)	\$24,040
Mazda3 i Touring (2.0L)	\$21,740
Nissan Versa Note SV	\$17,495
Scion xB	\$18,360
Subaru Impreza Premium	\$21,345
Subaru Impreza Sport Premium	\$22,345
Toyota Corolla LE Plus	\$20,652
MIDSIZED SEDANS	
Honda Accord LX (4-cyl.)	\$23,270
Kia Optima LX (2.4)	\$21,885
Mazda6 Sport	\$23,590
Subaru Legacy 2.5i Premium	\$24,837
Toyota Camry LE (4-cyl.)	\$24,089
SMALL SUVS	
Subaru Forester 2.5i	\$24,045
Subaru XV Crosstrek Premium	\$24,215

BEST AND WORST FOR EMERGENCY HANDLING

These are the fastest and slowest models through our avoidance maneuver, which evaluates how capable, secure, and forgiving—or how clumsy a vehicle is.

RANK	BEST	MPH	WORST	MPH
1	Porsche 911 Carrera S	59.5	Ford F-250 Lariat (diesel)	41.5
2	Subaru WRX Premium	59.0	Mercedes-Benz GL350 BlueTec	44.5
3	BMW M235i	58.5	Toyota Tundra SR5	44.5
4	Nissan 370Z Touring	58.0	Chevrolet Tahoe LT	45.0
5	Porsche Boxster (base)	58.0	Ford Expedition Limited EL	45.0
6	Cadillac ATS Luxury	57.5	Jeep Wrangler Unlimited Sahara	45.0
7	Chevrolet Corvette 3LT	57.5	Chevrolet Silverado 1500 LT	45.5
8	Chevrolet Spark 1LT	57.5	Toyota Land Cruiser	46.0
9	Ford Fiesta ST	57.0	Honda Pilot EX-L	46.5
10	Scion FR-S	56.5	Nissan Titan SV	46.5



PORSCHE 911



SUBARU WRX

Are Green Cars Still Worth the Money?

Lower gas prices prompt the question. The answer might surprise you.

JUST AS MILLIONS of consumers are returning to the car market, fuel prices are close to all-time lows when adjusted for inflation. Gas at \$2 per gallon is propelling more people into buying a wide array of new SUVs and trucks. Light truck sales rose 10 percent in 2014 and show no signs of abating.

Oddly, however, this just might be the right time to consider a hybrid or other type of green car. It just depends on the model you're considering and why you want it.

Don't expect a hybrid to pay for itself in gas savings. It could take a lot longer to recoup your investment at \$2.20 per gallon of gas than at higher gas prices. In fact, even when considering the car in the best-case scenario—the \$27,715 Ford Fusion Hybrid—it would still take five years to break even on the price premium compared with a conventional Fusion that costs \$25,165. Other models may take more than eight years to pay back. Of course, as fuel prices rise, that time frame drops.

But payback time isn't the whole story. No matter the price of fuel, most hybrids cost less to operate than comparable conventional cars. And for some buyers, the lower emissions and smaller carbon footprint of a hybrid car is an important consideration.

Today's low gas prices could actually benefit hybrid buyers. Hybrids aren't selling as quickly as dealers would like, so they're offering big discounts on them. At press time, you could easily find a \$2,500 discount off a



\$25,025 Toyota Prius or a \$3,500 incentive on a loaded \$32,950 Kia Optima Hybrid. That's more than you could get off a Toyota Corolla or conventional Kia Optima.

So it's a great time to look at a hybrid, says Eric Lyman, vice president of industry insights for Automotive Lease Guide, which tracks new and used vehicle prices.

The same goes for electric cars. At press time, the biggest discount available on a 2015 model was more than \$4,800 on a \$30,000 Ford Focus Electric. Factor in the \$7,500 federal electric-car tax credit, and that brings its price in line with other economy cars. Not only are electrics the most efficient cars you can buy, but they're also effectively the cleanest.

For those who still want a conventional engine, there's comfort in the fact that today's cars, trucks, and SUVs are greener than the gas guzzlers of just a few years ago. The best midsized sedans, including the four-cylinder Mazda6 and Honda Accord, can get 30 mpg overall or more. Roomy SUVs like the Subaru Forester can get 26 mpg overall, and even luxury three-row SUVs like the Acura MDX or the BMW X5 return 20 or 21 mpg overall.

In fact, excluding electrics and plug-in hybrids in CR's Ratings, there are six cars that got 40 mpg or better overall and 52 cars that returned 30 mpg or better. Even if you want an all-wheel-drive wagon or SUV, you can find 15 choices today that returned 24 mpg overall or better in our tests.

What doesn't seem to make short-term sense at current fuel prices are diesels. That's partly because diesel fuel costs more, not having dropped in price as quickly as unleaded gasoline, and diesel emissions technology is more expensive to maintain.

Despite the current cheap gasoline, it seems like a bad idea to buy a gas-guzzling car. If there's one constant with fuel prices, it's change—they won't stay low forever. The Energy Department forecasts that prices will rise to \$2.90 per gallon next spring.

Driving a car with good fuel economy gives you a hedge against such price fluctuations. "It's not a matter of if gas prices rise," Lyman says. "It's a matter of when they will rise, and how much."

HYBRIDS: THE PAYBACK CALCULATOR

Most of these popular hybrids cost more to buy and own over five years than conventional cars, largely because of their higher purchase prices. All are comparably equipped. Total 5-Year Owner Cost

includes depreciation, fuel, maintenance and repair, insurance, tax, and interest on a five-year loan. The Ford Fusion Hybrid breaks even because of its far better fuel economy and narrower price gap.

Make & Model	Purchase Price	MPG	Total 5-Yr. Owner Cost	Total 5-Yr. Cost Savings (or Loss)	Years to Pay Back	Fuel Cost for 5-Yr. Payback*
Toyota Prius Two	\$25,025	44	\$27,750	(\$2,250)	More than 8	\$6.46
Toyota Corolla LE	\$19,340	32	\$25,500			
Toyota Camry XLE Hybrid	\$31,565	38	\$34,500	(\$1,250)	More than 8	\$4.44
Toyota Camry XLE (4-cyl.)	\$28,580	28	\$33,250			
Honda Accord Hybrid	\$30,125	40	\$34,250	(\$3,000)	More than 8	\$8.10
Honda Accord Sport	\$25,485	30	\$31,250			
Ford Fusion Hybrid SE	\$27,715	39	\$33,000	\$0	5	\$2.24
Ford Fusion SE	\$25,165	24	\$33,000			



Best and Worst Fuel Economy

Our tests show more than 60 thrifty vehicles—and a bunch to skip

GAS IS CHEAP, real cheap. Adjusted for inflation, the price of a gallon of gasoline in January 2015 was actually lower than during the Great Depression, according to InflationData.com. It's not the lowest price ever—that was in 1998—though it's close.

But just because gas is in-

expensive doesn't mean that you need to rush out and buy a tire-scorching fuel snorter. You can get strong performance from cars that won't make oil company barons dance a jig every time you pull away from a red light. And what's wrong with that? There's no need to waste

fuel, even if it's cheap. It's still a finite resource.

Sure, you can buy a hybrid car and go for big mileage (the details of that mathematical equation are on the facing page). But for people who don't want that hybrid compromise, there are lots of vehicles that will activate your

endorphins without embarrassing you at the gas pump.

Below is our list of fuel economy champs and chumps. And though many of the leaders are hybrids, there are several "regular" cars that get great gas mileage. Heck, there's even a Porsche on the list.

MPG WINNERS AND LOSERS

These lists show the vehicles within each category that achieved the best or worst overall fuel economy in our regimented on-road testing. We have selected mpg cutoffs that are relative to each category. For example, a vehicle that gets 24 mpg would not be a standout among family sedans, but it is excellent for midsized SUVs. The worst models are the ones that got the lowest overall mpg for the class.

BEST		MIDSIZED CARS continued		LARGE AND LUXURY SUVs	
ELECTRIC CARS AND PLUG-IN HYBRIDS		MPG	MIDSIZED CARS		MPG
BMW i3 Giga	139 ^①	Nissan Altima 2.5 S (4-cyl.)	31	Lexus RX 450h	26
Mitsubishi i-MiEV SE	111 ^①	Chrysler 200 Limited (4-cyl.)	30	BMW X5 xDrive35i	21
Ford Focus Electric	107 ^①	Honda Accord LX (4-cyl.)	30	Lexus RX 350	21
Nissan Leaf SL	106 ^①	Lexus CT 200h Premium	40	Acura MDX Tech	20
Chevrolet Volt	99 ^① / 32 ^②	Lexus ES 300h	36	Mercedes-Benz GL350 BlueTec	20
Ford C-Max Energi	94 ^① / 37 ^②	Toyota Avalon Hybrid Limited	36	Infiniti QX60 (3.5L)	19
Tesla Model S (85 kWh)	84 ^①	BMW 328d xDrive	35	Porsche Cayenne (V6)	19
Toyota Prius Plug-in Advanced	67 ^① / 43 ^③	Lincoln MKZ Hybrid	34		
SUBCOMPACT AND COMPACT CARS		MPG	COMPACT CARS		WORST
Toyota Prius Four	44	Mercedes-Benz E250 BlueTec	30	Scion xB	23
Toyota Prius C Two	43	Audi A7 3.0 TDI	28	Mitsubishi Lancer ES	25
Honda Civic Hybrid	40	BMW 328i	28	Ford Fusion Titanium (2.0T)	22
Smart ForTwo Passion	39	Mercedes-Benz CLA250	28	Volkswagen Passat SEL Premium (V6)	23
Mitsubishi Mirage ES	37	Acura TLX 2.4L	27	CHEVROLET SS	17
Volkswagen Jetta Hybrid SE	37	Audi A3 Premium	27	BMW 750Li	18
Ford Fiesta SE (3-cyl., Manual)	35	Subaru XV Crosstrek Hybrid	28	Chrysler 300 C	18
Scion iQ	34	Mercedes-Benz GLA250	26	Mercedes-Benz S550 (AWD)	18
Volkswagen Jetta TDI	34	Mini Countryman S	26	Jeep Cherokee Limited (V6)	21
Chevrolet Cruze (diesel)	33	Subaru Forester 2.5i Premium	26	Jeep Patriot Latitude	21
Ford Fiesta SE sedan (4-cyl.)	33	Subaru XV Crosstrek Premium	26	Kia Sportage SX (2.0T)	21
Honda Fit EX	33	Mazda CX-5 Touring (2.5L)	25	Volkswagen Tiguan SEL	21
Mazda3 i Touring sedan	33	MIDSIZED SUVs		Dodge Journey Limited (V6)	16
MIDSIZED CARS		MPG	MIDSIZED SUVs		MIDSIZED SUVs
Toyota Prius V Three	41	Toyota Highlander Hybrid Limited	25	Mazda CX-9 Grand Touring	16
Honda Accord Hybrid	40	Jeep Grand Cherokee Limited (diesel)	24	LARGE AND LUXURY SUVs	
Ford Fusion SE Hybrid	39	Volkswagen Touareg TDI	24	Nissan Armada Platinum	13
Toyota Camry Hybrid XLE	38	Hyundai Santa Fe Sport (4-cyl.)	23	Ford Expedition Limited EL	14
Ford C-Max Hybrid SE	37	Chevrolet Equinox 1LT (4-cyl.)	21	Toyota Land Cruiser	14
Volkswagen Passat TDI SE	37	Hyundai Santa Fe GLS	20		
Mazda6 Sport	32	Toyota Highlander XLE (V6)	20		

^① Miles-per-gallon equivalent on electric power. ^② Miles per gallon using gas engine. ^③ Miles per gallon in normal hybrid mode.

The Best Tires in 7 Categories

Get a great grip—whether you have a tiny car or a huge truck

WE'VE MADE IT EASY for you to choose the right tires for your car by listing the top performers in each category here. Each year our tire testing program puts 50 or more models through a dozen or more tests, including braking, handling, winter traction, and tread wear.

Our tests have found that the longest-lasting all-season tire can hit 97,000 miles; the fastest-wearing would need replacing after 55,000 miles. A tire with tread that's worn down to $\frac{1}{32}$ of an inch should be swapped out immediately. But you may

want to start shopping before then because most tires lose their grip in wet conditions well before that.

Here's how you can tell: Insert a quarter into a tread groove with George Washington's head pointing down. If you can see the top of his head, the tread is worn to about $\frac{1}{32}$. That's when you need to replace your tires.

By planning ahead you can take advantage of sales and special deals, which can bring substantial savings over full price.



All-Season Tires

Standard on many cars, minivans, and light-duty trucks, they're designed to handle most weather conditions—including wet and dry pavement, and snow—reasonably well. All-season tires also provide a comfortable, quiet ride, secure handling, and long tread life. Tires we tested come in T speed rating (118 mph).

Best balance to tackle most weather conditions, and with a long tread life.

- Michelin Defender (shown)
- Goodyear Assurance TripleTred All-Season
- Pirelli P4 Four Seasons
- Yokohama Avid Ascend



Performance All-Season Tires

These are a step up from all-season tires and have H (130 mph) and V (149 mph) speed ratings with added emphasis on handling. They are commonly found on new cars today.

These offer a good balance of all-weather grip and long tread life.

H SPEED RATING

- Michelin Primacy MXV4 (shown)
- Continental PureContact

V SPEED RATING

- Continental PureContact
- Michelin Primacy MXV4



Ultra-High-Performance (UHP) Tires

Found on upscale sedans and sporty cars, UHP tires are designed to deliver high levels of dry and wet grip and responsive handling, often resulting in a stiff ride and relatively short tread life. Speed ratings exceed 149 mph. All-season models offer modest snow traction. Summer models deliver the ultimate in dry and wet grip but are not suited for cold-weather use.

UHP ALL-SEASON TIRES

- Michelin Pilot Sport A/S 3 (shown)
- Goodyear Eagle F1 Asymmetric All Season
- Hankook Ventus S1 noble 2
- Pirelli P Zero Nero All Season
- Cooper Zeon RS3-A

UHP SUMMER TIRES

- Pirelli P Zero
- Michelin Pilot Super Sport
- Yokohama Advan Sport V105
- Nokian zLine
- Continental Extreme Contact DW

- Goodyear Eagle F1 Asymmetric 2
- Hankook Ventus V12 evo2
- Vredestein Ultrac Vorti



Truck and SUV Tires

Light-duty truck tires come on a wide assortment of pickups and SUVs. All-terrain tires provide more grip in moderate off-road conditions than all-season tires, but all-season tires are usually quieter and handle better.

ALL-SEASON TIRES

- Michelin Latitude Tour
- Michelin LTX M/S2 (shown)
- Goodyear Assurance CS TripleTred All-Season
- Pirelli Scorpion Verde All Season Plus
- Continental CrossContact LX20 EcoPlus
- Cooper Discoverer SRX

Best for most weather conditions.

ALL-TERRAIN TIRES

- Hankook Dynapro AT-M
- Goodyear Wrangler All-Terrain Adventure with Kevlar
- Michelin LTX A/T2
- Cooper Discoverer A/TW
- Falken WildPeak A/T01

MORE ON TOP TIRES

Buying advice and videos on tires are available at ConsumerReports.org/tires.

DO YOU REALLY NEED A NEW CAR?

Keeping your ride could save a bundle, but you'll be missing out on big innovations in safety and infotainment

New-car envy. It can creep up anytime. It may snag you at a stoplight when a muscle car or luxury sedan sidles up. Or maybe when the gleaming SUV parked next to you makes the dents in your jalopy all the more obvious.

Get over it.

It's all too easy to go for the quick fix and trot down to a dealership with checkbook in hand. That might cure your automotive longing—at least until the payments start. But if you calculate your actual costs, buying a new car might be a lousy financial move.

The car you're driving right now may be a keeper—dings and all. Here's why: Cars built in the past decade are more reliable than ever. Although the average age of all cars on the road is 11 years, many newer cars will provide trouble-free service for 200,000 miles or more with care.

If your car is only a few years old, hanging on to it will not only free you from a new cycle of monthly payments but also save a bundle in insurance, taxes, and other expenses—primarily depreciation.

It may be hard to get your head around the idea that shiny new sheet metal is a depreciating asset, but today's new cars lose 46 percent of their value, on average, in the first three years.

Historically, a draw for a new car is improved fuel economy. But recent low gasoline prices blunt that impact, and even at higher fuel prices, you need to save a lot of money at the pump to make up for those depreciation and sales-tax hits.

There's one big downside to all of that: Your current ride probably doesn't have the latest safety and convenience features, and your warranty has probably expired. And no matter how well your car is treating you, even the most reliable

models grow more troublesome as they age, as our subscriber surveys have found.

So should you hang on to your old wheels? It depends on a lot of factors, including the condition of your car and your finances. Think about cost, safety, and connectivity. If your mechanic is spending more time with your car than you do and your repair bills are close to new-car payments, it's probably time to trade up. Or your car may run well, but rust or collision damage can make it structurally unsound. The only older cars worth keeping are the ones that are reliable and safe.

At a minimum, an older car should have electronic stability control and curtain air bags. Both are lifesavers.

Going with a new car is the best way to get the latest electronic safety gear, such as forward-collision and lane-departure warning systems, as well as features like a blind-spot warning system and a rear backup camera. And only the newest vehicles excel in the latest difficult insurance-industry crash tests. **Our detailed report on safety systems starts on page 22.**

If you're looking for the latest electronic convenience and entertainment systems, you're probably going to want a new car. Some features, such as Bluetooth capability for hands-free calls, can be added to an older car with aftermarket equipment but may lack the integration and ease of use of a factory system. **Our look at new-car infotainment systems begins on page 28.**

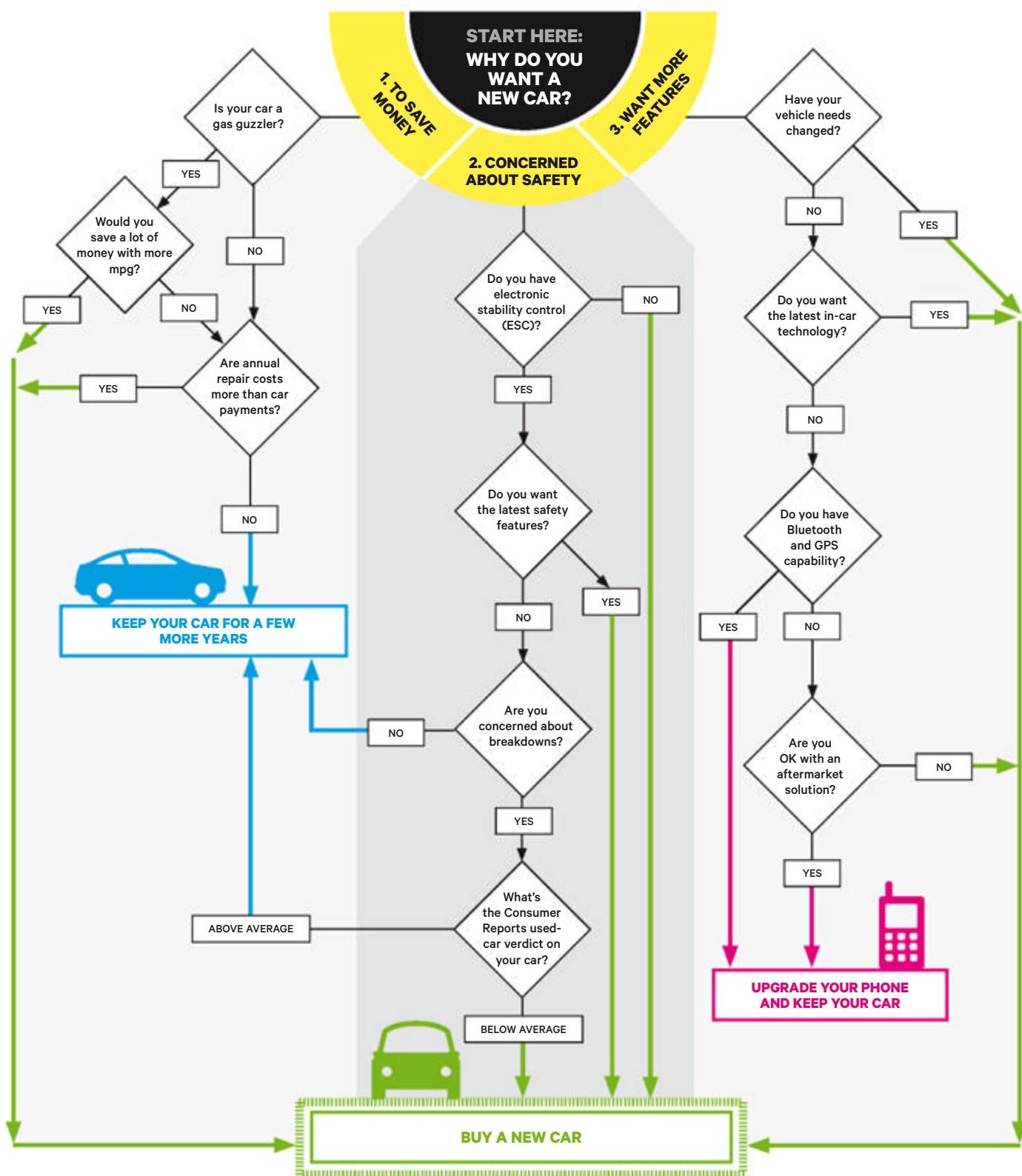
Don't have the cash for a new car? Buy something almost new. You'll get some of those desirable new features without spending as much. Just be sure to choose from our list of reliable used cars. **Our reliability Ratings start on page 80.**

Still can't make up your mind? **Check out our decision tree on page 20.**



NEW? OLD? See the decision tree on page 20.

BUY OR NO BUY: HOW TO DECIDE



3 MUSTS TO CONSIDER BEFORE BUYING

1. MONEY

How much a car with higher mpg will save you

Find the intersection of the fuel economy from your current car with that of the ones you're considering for potential costs savings per year. For example, If you go from 26 mpg to 34 mpg, you save \$239. If you want to trade in for a sportier, less fuel-efficient car, the numbers in red show your added fuel cost.

NEW CAR

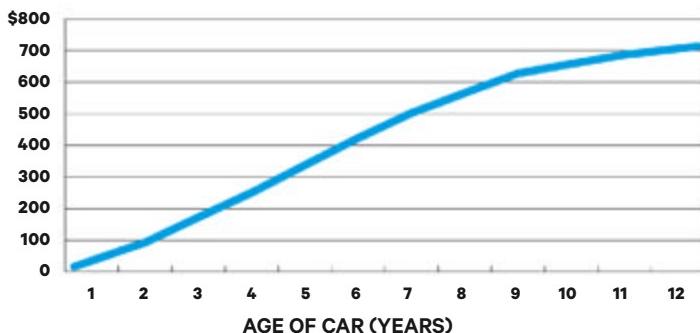
mpg	16	18	20	22	24	26	28	30	32	34	36	38	40
16	\$0	\$183	\$330	\$450	\$550	\$635	\$707	\$770	\$825	\$874	\$917	\$955	\$990
18	\$183	\$0	\$147	\$267	\$367	\$451	\$524	\$587	\$642	\$690	\$733	\$772	\$807
20	\$330	\$147	\$0	\$120	\$220	\$305	\$377	\$440	\$495	\$544	\$587	\$625	\$660
22	\$450	\$267	\$120	\$0	\$100	\$185	\$257	\$320	\$375	\$424	\$467	\$505	\$540
24	\$550	\$367	\$220	\$100	\$0	\$85	\$157	\$220	\$275	\$324	\$367	\$405	\$440
26	\$635	\$451	\$305	\$185	\$85	\$0	\$73	\$135	\$190	\$239	\$282	\$321	\$355
28	\$707	\$524	\$377	\$257	\$157	\$73	\$0	\$63	\$118	\$166	\$210	\$248	\$283
30	\$770	\$587	\$440	\$320	\$220	\$135	\$63	\$0	\$55	\$104	\$147	\$185	\$220
32	\$825	\$642	\$495	\$375	\$275	\$190	\$118	\$55	\$0	\$49	\$92	\$130	\$165
34	\$874	\$690	\$544	\$424	\$324	\$239	\$166	\$104	\$49	\$0	\$43	\$82	\$116
36	\$917	\$733	\$587	\$467	\$367	\$282	\$210	\$147	\$92	\$43	\$0	\$39	\$73
38	\$955	\$772	\$625	\$505	\$405	\$321	\$248	\$185	\$130	\$82	\$39	\$0	\$35
40	\$990	\$807	\$660	\$540	\$440	\$355	\$283	\$220	\$165	\$116	\$73	\$35	\$0

Assumes 12,000 miles driven annually, with fuel costs of \$2.20 per gallon.

How much it costs to repair your current car

If your annual repair bills exceed a year's worth of car payments, then it's time to start shopping. But even dropping an occasional \$1,000 bill to keep an older car running might save you money over buying a new car.

AVERAGE MAINTENANCE AND REPAIR COSTS BY YEAR



How much value that new car will lose

Cars depreciate significantly over the first few years of ownership, often more rapidly than your monthly payments are paying down the loan—putting you “upside down” financially. The chart below shows typical vehicle depreciation based on the average new-car price.

Age	Total Depreciation	Total Value Lost	Your Car's Value
Brand new	—	—	\$34,000
After 1 year	27%	\$9,180	\$24,820
After 2 years	37%	\$12,580	\$21,420
After 3 years	46%	\$15,640	\$18,360
After 4 years	56%	\$19,040	\$14,960
After 5 years	64%	\$21,760	\$12,240

2. SAFETY

Every car should have

- Antilock brakes (ABS)
- Electronic stability control (ESC)
- Curtain air bags

Consider these to be safety basics. Don't have them now? Buy a new or relatively recent car that has all three.

How to be even safer

- Forward-collision warning
- Blind-spot monitoring
- Lane-departure warning
- Backup camera
- A “Good” score in the IIHS small-overlap test

Decision point. Getting a car with most or all of those features will push you toward buying new, especially for nonluxury models. Shop wisely and you can find good late-model used cars that balance features and price. But only the latest designs do well in the difficult small-overlap front crash test from the Insurance Institute for Highway Safety.

Why they're worth it. Many of today's high-tech cars work to avoid crashes altogether, warning the driver about hazards and sometimes responding to threats quickly. Advanced systems can automatically slow or completely stop a car. (Learn more on page 22.) Visibility aids, such as rear cameras and blind-spot monitoring, show what's around you, helping situational awareness. All things being equal, consider the safest car that you can afford.

3. CONNECTED FEATURES

Want to listen to custom playlists or Pandora, or use your phone in your car hands-free?

Basics in most new cars

- USB port for plugging in a phone
- Bluetooth phone connectivity

Decision point. Almost every recent car has these as standard. You can install an aftermarket Bluetooth kit in your current car, and various audio-system upgrades can add modern features to older factory systems or replace them entirely.

Specialty items

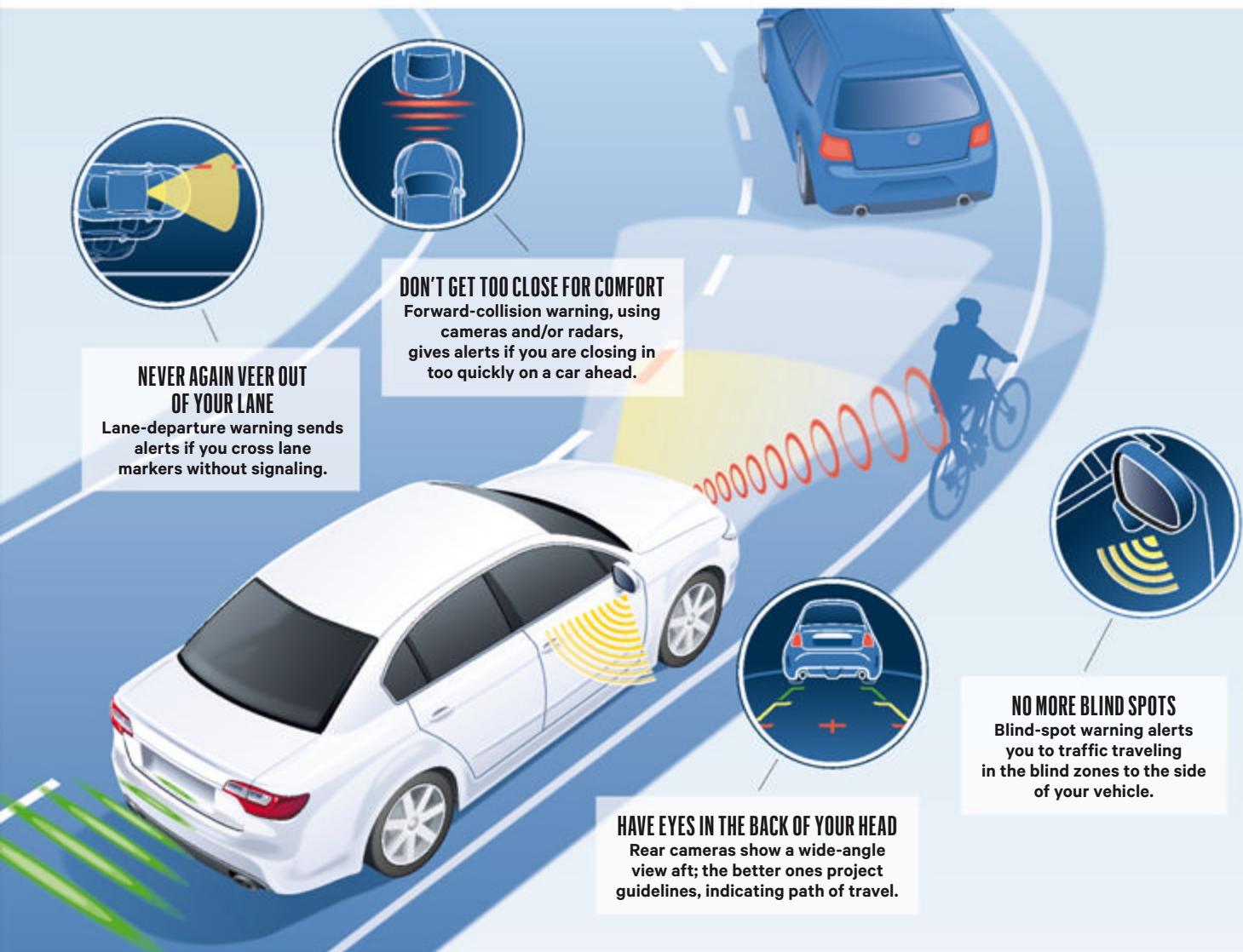
- Voice commands for selecting audio
- Built-in navigation
- Ability to use integrated apps like Pandora or Spotify

Decision point. Getting those features usually requires an aftermarket addition or buying a new car. Voice commands simplify complicated functions; good systems can reduce distraction. Built-in navigation gives you larger screens than on your phone or a portable navigation device, plus it will automatically adjust stereo volume for instructions.

But it's not just audio and phone features that distinguish new cars. Even some basic cars now offer fancy stuff, like a heated steering wheel or cooled front seats, which were once exclusive to luxury cars. It sounds frivolous, but once you've grasped a heated steering wheel on an icy morning, there's no going back.

CARS THAT CAN SAVE YOUR LIFE

One of the best things about 2015 cars? The safety devices that help stop crashes before they start.



ALTHOUGH SELF-DRIVING CARS are years away, some of their souped-up features are already available on contemporary cars—and can save you from a crash. Those crash-avoidance systems can let a car “see” other vehicles or pedestrians well before they are in your line of sight, anticipate some types of collisions, automatically apply the brakes to avoid a crash, and prevent you from crossing lanes into the path of another car.

Some systems, such as forward-collision warning, have been around for several years on luxury cars but are filtering down to mainstream vehicles. Others, such as steering assist, are just getting ready for prime time.

The life-saving potential of crash-avoidance systems is great enough that the Insurance Institute for Highway Safety (IIHS) tests them as part of its safety evaluations. As of 2015, vehicles must both excel in crash tests and have a front-crash warning system with automatic braking to be named an IIHS Top Safety Pick Plus. In addition, that “autobrake” has to function effectively in formal track tests that IIHS conducts. Go to iihs.org for test results.

The government's National Highway Traffic Safety Administration (NHTSA)

1,700,000 CRASHES

That's the estimated number of rear-end collisions that occur annually.

100 FATALITIES 204,000 INJURIES

Those are the total casualties that could be prevented by forward-crash-avoidance technologies, according to NHTSA estimates.

Why You Need It—or Not

Some new cars have these crash-avoidance systems; others don't. Our experts tell which are worth getting.

REAR CAMERA

Rear-visibility technology (such as backup cameras) will become mandatory in May 2018. They can help prevent a back-over accident, such as hitting a child who wanders behind your car.

CR's view Cameras are a must-have on SUVs and pickups, which often have large blind zones behind them. They're also great for backing into tight parking spaces or lining up a trailer hitch.

FORWARD-COLLISION WARNING (FCW) AND AUTOBRAKE

Also called a precrash-mitigation system, these stand-alone or combined radar-, laser-, or camera-based systems peer ahead and warn drivers of an impending collision by using visual, auditory, or physical cues. Some also precharge the brakes and take other steps to prepare for impact. If the driver ignores the warnings, systems with autonomous braking will apply partial or full braking force. Some can respond at anywhere from walking to highway speeds.

CR's view We prefer systems that let you adjust your follow distance. If you are looking for a new car, get one with FCW.

BLIND-SPOT MONITORING AND ASSIST

A blind-spot-monitoring system uses radars or cameras to scan the areas beside and behind you, looking for vehicles entering or lurking in your blind zones. When such a vehicle is detected, an illuminated icon appears in or near the appropriate side-view mirror.

If you signal a turn while a car is in your blind zone, some systems send a stronger alert, such as a blinking light or louder chirps. More advanced systems help keep you in your lane by applying the brakes on one side of the vehicle.

CR's view In general, we like these and find them helpful.

REAR CROSS TRAFFIC

Most systems use radar sensors that are mounted on each side of the rear bumper. When the car is reversing, the system scans for hazards approaching from the sides. Good systems can detect bicyclists and people with shopping carts. It can warn by flashing the blind-spot indicators or sounding a warning tone.

CR's view This is a system that has made most of us say, “Whew.”

ADAPTIVE HEADLIGHTS

Adaptive headlights swivel as you turn the steering wheel, which helps illuminate the road when going around curves. A 2014 IIHS study found that adaptive headlights improved drivers' reaction times by about a third of a second. That could be just enough to avoid hitting a parked car on a dark road.

CR's view Our drivers have mixed feelings about adaptive headlights. The wider view can be helpful, but the swiveling motion of the light path can be a little distracting, especially if the headlight beams' motion isn't exactly synchronized with the steering wheel's.

LANE-DEPARTURE WARNING (LDW) AND STEERING ASSIST

This mostly uses cameras with processing software to pick up lane markers and monitor your distance from them. If you stray over the line without signaling,

you'll hear a warning tone or feel a physical alert such as a vibration in the steering wheel or seat. More advanced “lane-keeping assist” (LKA) systems selectively apply brakes or nudge the steering to guide you back if you're wandering.

CR's view We've found LDW more useful on highways than on narrow, winding country roads, where they can alert you too often. We also prefer systems that make corrections using the steering rather than the brakes.

PEDESTRIAN DETECTION AND BRAKING

Pioneered by Volvo and now offered by others, pedestrian detection can recognize a person straying into a vehicle's path. Some systems will automatically apply the brakes, if needed, partially or to a complete stop. Some newer systems can also detect bicyclists.

CR's view A good investment, especially if you often drive in populous areas.

DROWSINESS DETECTION

Various technologies determine whether a driver is tired or falling asleep. Alerts may include a chime, a dab on the brakes, a tug on the shoulder belt, and/or an illuminated cup-of-coffee icon on the instrument panel.

CR's view We haven't experienced any problems, such as false alarms, on cars we've tested with this feature.

In addition to drowsy driving, the systems can detect if you're wandering around in your lane. Some may prevent drivers from looking down to text or e-mail.

 **VISIT THE FREE CAR SAFETY HUB** at ConsumerReports.org/carsafety for a detailed listing of the systems by automaker.

is considering making some of the systems mandatory. NHTSA vehicle-safety information shows which systems are available by model, but those features don't yet influence the agency's 5-Star Safety Ratings. (Go to safercar.gov.)

Cost can still be an obstacle. Most advanced systems today come only as part of an options package or on higher-trim versions. We think it's worth the extra cost if you can afford it.

What Our Tests Found

The crash-avoidance systems rely on a variety of sensors, cameras, lasers, short- and long-range radar, or combinations of cameras and radars.

Computers monitor what's going on and, when appropriate, prompt some action from the car or the driver.

Those actions may start with attention grabbers, such as a beep, a flashing dashboard icon, or such "haptic" signals as a tug from the seat belt or a vibration in the seat or steering wheel. The more advanced systems can apply partial or full braking force if the driver doesn't respond.

In our evaluations, we've found that there's a fine line between a helpful copilot and a computerized backseat driver. If a warning system emits too many inappropriate or false alerts, the temptation is to switch it off. Although some autonomous braking systems are more effective than others, there's a net benefit regardless.

"Even in the cases where these systems failed to prevent a crash, if there's automatic braking going on, or if the driver does brake in response to a warning, that crash is going to be less severe than it would have been otherwise," says David Zuby, IIHS chief research officer.

The technology isn't perfect. Camera systems can be baffled by bad weather. Radars can see through rain and fog, but they aren't as discerning as cameras, and road muck can block them. In the end, those systems can prevent a lot of crashes from happening. But it's important to realize that none of the aids reduces the need to stay alert.

Safest Cars on the Road

For 2015, vehicles that score as an IIHS Top Safety Pick Plus had to earn at least an Acceptable rating in the small-overlap front-crash test and a Good rating in all other crash tests. In addition, they had to have a front-crash-prevention system equipped with an automatic emergency-braking (autobrake) feature that earns an advanced or superior rating in their front-crash-prevention ratings.

All are 2015 models. A check mark () indicates those that CR recommends.

SMALL CARS

- Lexus CT 200h
- Mazda3
- Subaru Impreza
- Subaru XV Crosstrek
- Toyota Prius

MIDSIZED CARS

- Chrysler 200
- Mazda6
- Subaru Legacy
- Subaru Outback
- Toyota Camry
- Toyota Prius V

SMALL SUVs

- Honda CR-V

BMW 2 Series

- Infiniti Q50
- Volvo S60
- Volvo V60

MIDSIZED SUV

- Toyota Highlander

LUXURY SUVs

- Acura MDX
- Lexus NX
- Mercedes-Benz M-Class
- Volvo XC60

LUXURY CARS

- Acura TLX
- Audi A3

LARGE LUXURY CARS

- Acura RLX
- Hyundai Genesis
- Infiniti Q70
- Lexus RC
- Mercedes-Benz E-Class
- Volvo S80

MINIVAN

- Toyota Sienna

Best at Automatic Emergency Braking

These 2015 models had the best IIHS collision-avoidance and -mitigation scores based on the superior performance of their forward-collision-warning systems with autobrake. Not all of these are Top Safety Picks.

- | | | |
|--------------------|-------------------------|-----------------------|
| • Acura TLX | • Hyundai Genesis | • Mercedes-Benz GLK |
| • BMW 5 Series | • Infiniti Q50 | • Subaru Forester |
| • BMW X5 | • Infiniti Q70 | • Subaru Impreza |
| • Buick Regal | • Jeep Cherokee | • Subaru Legacy |
| • Cadillac CTS | • Mercedes-Benz C-Class | • Subaru Outback |
| • Cadillac SRX | • Mercedes-Benz E-Class | • Subaru XV Crosstrek |
| • Cadillac XTS | • Mercedes-Benz M-Class | • Volvo S60 |
| • Chevrolet Impala | | • Volvo S80 |
| • Chrysler 200 | | • Volvo V60 |
| • Honda CR-V | | • Volvo XC60 |

These Didn't Pass the Crash Test

The Insurance Institute for Highway Safety's 40-mph, small-overlap frontal-crash test has proved to be a tough challenge. The 2015 models below score Poor, posing an unacceptable threat of "injury" to the driver dummy. CR won't recommend any vehicle that scores a Poor in this test.

- | | | |
|---------------------------|------------------|---------------------|
| • Audi A4 | • Honda Pilot | • Mitsubishi Mirage |
| • Chrysler Town & Country | • Hyundai Accent | • Nissan Juke |
| • Dodge Grand Caravan | • Hyundai Tucson | • Nissan Leaf |
| • Fiat 500 | • Jeep Patriot | • Nissan Quest |
| • Fiat 500L | • Kia Sportage | • Nissan Versa |
| • Ford Escape | • Lincoln MKS | • Toyota Prius C |

THE TRUTH ABOUT RECALLS

After a record year of problem cars, consumers are asking,
What does that mean for *me*?

If you're still reeling from the avalanche of car recalls last year—an all-time record—and wondering what it all means, you're not alone. In 2014 about 62 million U.S. vehicles were recalled. That's the equivalent of about four years' worth of cars sold here, or about one out of every four cars on the road today.

Several recalls made huge headlines, including those for defective ignition switches in General Motors cars that have been linked to at least 50 deaths, and faulty Takata air bags, installed in Hondas and other brands, said to be responsible for at least five deaths and 64 injuries.

So what's going on? Have carmakers been asleep at the drawing board or on

the assembly line? And will the recalls result in better practices and safer cars?

The answer to both questions is yes. Several big manufacturers have certainly made defective vehicles in the past and in some cases tried to cover it up. But the resulting publicity has turned a harsh spotlight on the problem and created an expectation of safer cars. Take a public



Dangerous air bags: Stephanie Erdman was injured by a defective air bag made by the supplier Takata. She spoke before a Senate hearing on the devices, which have been linked to multiple deaths and injuries. Hiroshi Shimizu (far left), a senior vice president at Takata, also testified.

RECALLS

that's ready to complain—and often willing to sue—plus a more aggressive federal government and you end up with record-breaking recalls.

There could be even more recalls in 2015. The new head of the National Highway Traffic Safety Administration (NHTSA), Mark Rosekind, told Consumer Reports, "If the system is working better to pick up [those defects] and we're catching them sooner and more easily, we might actually see an increase."

Rosekind is referring to the fact that in the past few years, federal regulators have made it a priority to root out design defects. Indeed, some of the largest recalls, including those involving Takata's air bags and 1.5 million older Jeep Grand Cherokee and Liberty SUVs for fuel-tank punctures, were demanded by NHTSA.

SURPRISE: CARS ARE ACTUALLY SAFER

Most recalls, though, are initiated by the automakers themselves, who are, frankly, running scared. In 2013 the government began requiring them to be more diligent in alerting the feds to safety issues. Manufacturers who didn't comply got hit with \$126 million in fines by NHTSA last year, a record.

The timing of all of those recalls comes as a new wave of auto-safety features is showing up on cars. As of 2013, traffic deaths had dropped almost 25 percent in 10 years. The 21,132 occupants killed in passenger vehicles that year was the lowest on record, according to government data.

"Cars are better and safer than ever, as shown in our tests," says Jake Fisher, director of the Consumer Reports Auto Test Center. "But it didn't happen overnight. Consumers, regulators, and the auto industry itself have collectively raised expectations. Widely published crash-test results have also done wonders to drive improvements. Today's car buyers prioritize safety, putting additional, ongoing pressure on automakers to provide safe vehicles and respond quickly to problems."

But there's still plenty of room for improvement. "While cars are safer, the system for identifying and addressing safety defects still needs work," says

Ellen Bloom, director of federal policy for Consumers Union, the advocacy arm of Consumer Reports. "Sometimes automakers have been slow to report problems, and regulators lack the resources they need to hold industry accountable."

The threat of consumer and government lawsuits could provide powerful incentives for even tighter quality control. Although NHTSA's ability to penalize automakers financially is capped at \$35 million per violation, the justice system has fewer restrictions. Last year

Toyota shelled out \$1.2 billion to settle criminal fraud charges brought by the Department of Justice (DOJ). It was punishment for Toyota's foot-dragging and deceptive public statements in response to allegations that its vehicles experienced unintended acceleration. Toyota had already agreed in 2013 to a \$1.6 billion class-action settlement with millions of owners whose vehicles had lost value because of related recalls.

The DOJ is reportedly looking into a similar case against General Motors for withholding information from consumers regarding flimsy ignition key switches in small cars, mostly the Chevrolet Cobalt and Saturn Ion from the mid-2000s. And plaintiffs' attorneys see the potential for a \$10 billion case against GM.

GM finally acknowledged the defect last year, kicking off a cascade of ever-expanding recalls to address those and other cars' defects. By the end of 2014, GM had issued 84 recalls for almost 27 million vehicles—more vehicles than the entire industry has recalled in most years.

HOW TO PROTECT YOURSELF

Consumers need to do their part by participating fully in recalls. If you get a notice, take it seriously. Too many car owners don't respond to them, so the free safety fix is never done. A 2012 NHTSA-sponsored study found that 21 to 25 percent of the problems covered by recall notices between 2006 and 2010 remained unrepai red. Carfax, which tracks used-car vehicle histories, calculated that more than 36 million cars now on the road have uncompleted recall work.

In some cases, owners don't know there's a problem because they bought their car used and the previous owner didn't get the work done. Other times, automakers lose track of who owns the car because it has been sold and resold a few times.

But a lot of people simply disregard the recall letter, especially if their car doesn't show signs of the problem described. That's a mistake, just like ignoring a fire alarm in your building because you can't smell smoke.

5 KEY QUESTIONS ABOUT RECALLS

1

How do I find out whether my car has been recalled?

Go to your vehicle manufacturer's website or to [safercar.gov](#), and plug in your vehicle identification number (VIN).

2

How do I find out whether the used car I'm buying was recalled and the problem was fixed?

Same as above.

3

Should I worry about my car's air bags?

Any recall should be taken seriously.

To get some perspective and learn about the greatest dangers, read "Everything You Need to Know About the Takata Air-Bag Recall," at [ConsumerReports.org](#).

4

How do I know whether my recalled car is safe to drive?

If your car is unsafe, the recall notice from NHTSA or the manufacturer will say so in clear language.

5

How do I file a complaint?

Go to [safercar.gov](#); the home page has a link to file complaints.

RECALLS

"You've got to pay attention to all [recalls]," Rosekind says. "A recall means it's a safety issue. But we're looking at increasing our communications to help people understand them more clearly. We want them to be safe, but they've got to take action as well."

It's easy to find out whether your car has an unresolved recall repair. With your vehicle identification number (VIN) in hand, go to your automaker's website or to NHTSA's site, at [safercar.gov](#); punch in the number; and see whether recall work is pending. (You can find the 17-digit VIN on the car, its registration paperwork, or your insurance card.) Or call any franchised dealer for your brand. More information is at [ConsumerReports.org/carrecalls](#).

Second, if you notice that something seems wrong with your vehicle, say something. Get involved. If your car develops a problem that you think could put you or someone else in danger, such as a fuel leak or a serious steering or braking defect that's not related to wear and tear, report it to the automaker's customer-service department and NHTSA's safety hotline (at [safercar.gov](#)). Automakers and the government depend on consumer complaints to find out about safety concerns and do something about them. If no one reports a problem, it's as if it never existed.

Of course, you should get your car fixed if it seems unsafe to drive. If the repair is later covered by a recall, you'll probably be reimbursed for the expense that the dealer charged for the repair.

BATTLING 'RECALL FATIGUE'

One reason consumers don't respond to recall notices promptly could be that there are so many, an unintended consequence of stepped-up enforcement and automakers' increased accountability. It's also a function of their new willingness to address problems in older vehicles, a situation that should calm down in time.

In the interim, however, more recalls means more chances for consumers to ignore them, which is happening with rising frequency.

"It's becoming increasingly difficult to get customers to come in to get the recalls done," said John Mendel, executive vice president of American Honda. "There is definitely recall fatigue."

Mendel suggests that NHTSA should create different categories of recalls, where truly dangerous defects would be distinguished from problems that could wait until a car owner's next scheduled service. An alternative is the system used in Japan, where a vehicle's registration can't be renewed unless the owner can prove that all recall work was done.

Consumer Reports' auto experts consider those solutions to be compelling, but a key objective remains providing NHTSA with adequate funding to properly protect America's driving public.

Check on recalls for your car with our search tool. And for more about car safety, go to [ConsumerReports.org/carsafety](#).



The ignition switch on General Motors cars' steering columns was linked to numerous deadly accidents before the company issued a recall. GM has brought in consultants from an engineering firm to help examine the problem.

A Talk With Mr. Recall

America's new highway safety czar says that complaints are up—and that's a good thing.



Mark Rosekind, head of the National Highway Traffic Safety Administration, recently spoke with Consumer Reports.

CR: How could your agency address vehicle defects and recalls better?

Rosekind: We need three things: people with the right skills, the right tools—meaning technology—and the authority. At the moment, our authority to levy penalties is capped at \$35 million. We're trying to make that \$300 million. Prior to coming here, I identified how underresourced the agency is. Now that I'm here, I can see it's much worse than I realized.

Last year, consumers brought us 77,000 safety complaints, way up from the usual 45,000, and we only have seven to nine people to look through all those. That's an overwhelming amount of data. And we only have about 16 investigators to do defect investigations. So we need more people—but also new technology—to collect and filter the data for different kinds of trend analysis.

CR: Should consumers see recalls as a good thing?

Rosekind: The recall is critical because if you don't get that defect fixed, you still have the risk. Recalls are a sign of addressing safety issues, which makes driving safer for all of us.

CR: Are automakers responding?

Rosekind: NHTSA is helping to push auto companies toward proactive safety. We're trying to tighten up the current system and get the industry to realize it's going to be much more efficient, economical, and—bottom line—safer to catch problems on the front end. We want to make sure that lessons learned—defects, recalls, anything—all get channeled into raising the bar on safety for everyone.

WELCOME TO THE INFOTAINMENT REVOLUTION

The newest, smartest ways to connect your phone to your car—and the systems to avoid



IN RECENT YEARS, automakers have found more innovative ways to create infotainment touch screens, controller knobs, and voice-command software to do your bidding. Most new vehicles' systems can navigate you to a destination, make your phone work hands-free, and play back your entire music collection.

Problem is, some automakers' systems are more willing and intuitive than others. The worst systems are distracting while driving, even after you figure them out. Linking phones to the car's Bluetooth system, or performing everyday tasks, can be a problem.

For instance, a conventional knob to adjust audio volume can be

more user-friendly than a "haptic" touch-sensitive control. Every-day functions should be readily accessible, not buried in menus. Some automakers are getting around their own clunky interfaces by allowing Apple's CarPlay and the Android Auto OS to run through their systems, mimicking your smart phone's familiar screen.

Reliability can be another problem. Our latest Annual Auto Survey shows that buggy systems come from Cadillac, Chrysler, and Infiniti. Our chart highlights CR's findings of what each major automaker offers in its cars. Few infotainment systems are a slam dunk for usability and reliability, but most are evolving and improving.

10 Most Popular Systems

CAR COMPANY	INFOTAINMENT SYSTEM	THE GOOD	THE BAD
BMW	iDrive	Unlike some of the worst offenders here, the BMW's knobs and buttons are intuitive , and usually respond as you expect. The big central display screen has large and easy-to-read fonts. Steering-wheel controls speed many selections.	You must wade through iDrive's many, many functions by selecting cryptic hieroglyphs with the big control knob. But it's not always obvious where you'll find what you want, or what twist, press, or jog of the knob will get you there.
CHRYSLER	Uconnect	Simple logic for the touch screen and good old-fashioned knobs and buttons help Uconnect stand out for its ease of use . Optional top-level Uconnect 8.4 touch-screen system features big fonts and onscreen buttons.	Basic Uconnect systems have a smaller touch screen , so some onscreen fonts are too small, and only four radio station presets are visible unless you press a button to show more. Latest versions of Uconnect are less reliable than earlier systems.
FORD	Sync/MyFord Touch Sync/MyLincoln Touch	Comprehensive voice commands save the day for audio, climate, and phone tasks. It's easy to pair a smart phone with the system and use it to stream music through the car's audio system. Ford has improved the system over the years, and a new Sync3 system is due later this year.	Frustrating and distracting, with some versions having small, fiddly touch-activated buttons on the center console for basics such as volume control and fan speed. The touch screen has some small fonts and tightly packed buttons that are hard to operate while driving. System crashes still happen, even after reliability improvements.
GM	Buick/GMC: IntelliLink Cadillac: Cue Chevrolet: MyLink	Buick, Chevrolet, and GMC systems are relatively simple to master: Onscreen menu items are clearly labeled : pairing a phone is quick and easy, and can be done using voice commands. Many audio functions can be changed by steering-wheel controls, reducing distraction.	Cadillac Cue substitutes touch-sensitive buttons for most controls, but they frequently don't respond as expected and are often hidden until you reach for them. Adjusting the volume is almost impossible when in motion. Cue is almost a deal breaker for buying a Cadillac.
HONDA	HondaLink AcuraLink	Basic Hondas have friendly non-touch-screen infotainment systems that use big buttons and a large screen that displays relevant information.	Most Hondas and Acuras no longer have a tuning knob; high-trim CR-Vs and Civics don't even have a volume knob. Many versions use two separate screens —which can be confusing. System logic is unintuitive , requiring flipping through onscreen pages for simple functions.
HYUNDAI	BlueLink	Hyundai has more standard, easy-to-use features than pricier cars. The up-level audio system with navigation brings a refreshingly simple control interface . Basic voice prompts or onscreen buttons walk you through the process of pairing a phone. You don't feel like you need a graduate degree to tune the radio or set the cabin temperature. Voice command software is among the best we've tried.	Some screen fonts , such as for the preset radio frequencies, are a bit small.
MERCEDES-BENZ	Comand	Most of the system's major functions (nav, radio, phone, etc.) are easy to navigate . Onscreen fonts are clear and easy to read.	Newer models like the S- and C-Class have fewer buttons and more complex menus . Irritatingly, resting your hand on the touch pad can change radio stations. Turning off the radio disables the backup camera. Voice commands aren't always standard.
NISSAN	Nissan Connect Infiniti InTouch	Nissan Connect has a simple button layout . Frequently used controls such as radio presets, station name, cell-phone battery/signal strength, and time of day are displayed regardless of which screen menu you are in. Connecting a phone is easy.	Many Nissan systems have dated-looking graphics that don't make full use of the screen. Radio preset buttons are too small. Navigation point of interest menu doesn't work well. Infiniti's InTouch system is relatively slow—after you start the car, you can't change radio stations until the system ponderously loads . Repeated voice commands will result in a "Voice Commands Loading" message, as the system struggles to catch up.
TOYOTA	Toyota: Entune Lexus: Enform	Toyota's interface has simple menus and customizable screens that make it easy to find what you need, as well as knobs for volume and tuning. Onscreen fonts and buttons are large—a big help for legibility. Voice controls are excellent, and Entune has one of the most comprehensive Bluetooth streaming audio interfaces we have encountered.	Touch-screen preset buttons are packed too tightly together; touch-sensitive capacitive switches look flashy, but it's easy to accidentally brush across them reaching for something else. The system blanks out the onscreen phone contact list when you're driving, forcing you to fumble around for your phone. The optional Lexus "Remote Touch" mouse controller is fussy—that's OK at a desk but bad when driving.
VOLKSWAGEN	VW: MIB, MIB2 Audi: MMI	Pairing phones is fairly seamless, and VW's touch-screen infotainment system is mostly easy to master . Radio controls are straightforward and work well. Audi's MMI has added more hard buttons over the years. Both have well-designed steering-wheel controls for shortcuts.	Both use a proprietary adapter , each fitting a single type of device. That's a problem if you share your vehicle with someone who uses a different device. Audi's MMI controller knob rotates counter-intuitively when scrolling through menus. Some controls require you to look down at the console.



10 Cars Worth Waiting For

New and improved models are coming soon to a driveway near you

MAZDA MX-5
MIATA



COOL CONVERTIBLES

Mazda MX-5 Miata/ Buick Cascada

The Miata's redesign will carry a wider, lower stance, and liberal use of aluminum body panels makes it about 150 pounds lighter. A 2.0-liter, 155-hp engine is under the hood. The Cascada aims to be America's affordable four-seat cruising convertible. It uses the Chevy Cruze platform, with a 200-hp turbo-four running through a six-speed automatic. The top can be raised in 17 seconds. **On sale in summer 2015 (Miata) and spring 2016 (Cascada).**

BUICK
CASQUADA



SUV STARS

Audi Q7/Volvo XC90

The next Q7 is slightly smaller and 700 pounds lighter, with a supercharged 3.0-liter V6 cranking out 333 hp. The coolest improvement is the sweeping, configurable instrument panel and center console. The redesigned Volvo XC90 is lower, longer, and wider. Like the Audi, it has seating for seven. The Volvo gets an astonishing 316 hp from a tidy 2.0-liter four-banger that's turbocharged and supercharged. The XC90 also has an expansive center touch screen. **On sale in spring 2015 (Volvo) and early 2016 (Audi).**

AUDI Q7



VOLVO
XC90



TOYOTA
TACOMA

UPDATED PICKUP

Toyota Tacoma

Toyota let its compact pickup linger for more than a decade without substantial changes. This fall the Tacoma arrives with a new 3.5-liter V6 engine mated to a six-speed transmission. Toyota says that the old, clunky ride is vastly improved and that the body structure has been revised for better crash safety. New features, such as blind-spot monitoring and an infotainment system, will be available. "Crawl control" will help drivers surmount off-road obstacles. **On sale this fall.**



HONDA
HR-V

SMALL AND FIERCE

Honda HR-V/Mazda CX-3

These subcompact crossovers look to be all the rage with budget shoppers when they debut later this year. The HR-V is a taller version of the smartly packaged Honda Fit, and the CX-3 is the lead vehicle for the next-generation Mazda2 hatchback. The swoopy Mazda's four-cylinder generates 155 hp; the more angular Honda puts out only 138 hp. Both have a surprising amount of cargo room for a small footprint. **On sale this spring (HR-V) and summer (CX-3).**

MAZDA
CX-3



TOYOTA
PRIUS



HIP HYBRID

Toyota Prius

The Prius will see a dramatic transformation, but Toyota has been secretive with details. It has yet to show a production model. It will go on a new platform that will also spawn the next Camry. Engineers are aiming to hit the milestone 55-mpg mark. The hybrid-electric components will be more compact in the next Prius, but the vehicle's size and interior space won't be any smaller. It's rumored that buyers will have a choice of Toyota's long-standing nickel-metal-hydride batteries or upgraded lithium-ion batteries. **On sale in early 2016.**

CROSSOVER POWERHOUSE

Ford Edge/Honda Pilot

The new Edge is based on the impressive Ford Fusion platform. Three engines will be offered: turbocharged four- and six-cylinders, and a naturally aspirated V6. Advanced technology options include adaptive cruise control, a self-parking system, and collision-avoidance technology with automatic braking. The Pilot has held its same boxy appearance for years and has fallen behind the competition. The 2016 edition will be longer and wider. It will also get the new generation 290-hp V6 engine and again have seating for eight. **On sale in summer 2015.**

FORD
EDGE



HONDA
PILOT



Profiles

Everything you want to know about this year's models

OUR ANNUAL ENCYCLOPEDIA of new vehicles includes reviews, key survey data, and information on the most important new cars, SUVs, minivans, pickup trucks, wagons, and hatchbacks featured in this issue.

Listings are arranged alphabetically by make, starting with an overview of each brand. The model's profile includes a review by Consumer Reports' auto experts; reliability and owner-satisfaction Ratings from our Annual Auto Survey, if data are available; overall fuel-economy findings from our testing; the base price range for the model; and, if applicable, the page in this issue where you can find detailed Ratings of how it ranks among its peers and other information, such as cost per mile.



HOW TO READ THE PROFILES

1. Recommended Vehicles

Vehicles with this check mark meet Consumer Reports' stringent testing, reliability, and safety standards. To earn our recommendation, vehicles must perform well in our testing; have average or better reliability; and perform adequately if included in safety tests conducted by the Insurance Institute for Highway Safety or the National Highway Traffic Safety Administration.

2. Ownership Factors

Reliability. This is our forecast of how well a model is likely to hold up, derived from CR's Annual Auto Survey, which garnered subscriber data on 1.1 million vehicles. Detailed reliability Ratings are provided in the reliability history charts starting on page 87. "NA" means

data are not available. "New" means we have no data because a model is new or redesigned.

Satisfaction. We asked subscribers whether they would definitely buy or lease their particular vehicle again. A top score (●) indicates that 80 percent or more of owners said they would do so. The lowest score (○) indicates that less than 50 percent would do so. Results are based on the three most recent model years, unless the vehicle was redesigned.

MPG. This is the overall fuel consumption for models we've tested recently, based on test results measured in CR's regimented city and highway driving routes. Vehicles with multiple tested versions have a range listed. A dash (-) indicates that we do not have current test data for the model.

Mazda3

Whether as a sedan or hatchback, the Mazda3 is really fun to drive and gets great fuel economy. It also offers a host of luxury features rarely matched by any other small car. At 33 mpg, the Mazda3 is the most fuel-efficient compact that isn't a hybrid or a diesel. High-tech features include a multimedia system with a large touch screen, as well as active safety features such as a blind-spot monitoring system. On the downside, the car can be loud on the highway, and ride comfort is acceptable but far from class leading. The multimedia controls can be cumbersome, and other small cars have roomier rear seats. First-year reliability of the redesign has been average or better.



Reliability: ● Satisfaction: ● MPG: 32-33
Price: \$16,945-\$26,595 Ratings pg. 83

2
3

3. Quick Facts

Price is the manufacturer's suggested retail price (MSRP), listed without options or destination charge. An "E" indicates that the price is estimated. **Ratings pg.** indicates what page or pages the vehicle appears on in our new-car Ratings section. A dash (-) indicates that we don't have current test data for the model, and therefore it isn't in the vehicle Ratings.

● Better ← → Worse ●

Why Some Vehicles Are Not in the Profiles

These are the 241 vehicles that we deemed most important to our readers. Some vehicles were excluded because they are very small-volume models, are about to be discontinued, or are too new to include.

PROFILES

Acura

Honda's upscale brand makes cars and SUVs that offer an appealing combination of generally good reliability, luxury features, and strong resale value. That said, Acuras don't have the panache or inviting interiors of certain other true luxury brands, and the driving experience is often more ordinary than engaging. And Acura's controls and touch screens tend to be annoying and unintuitive. Its MDX and RDX SUVs scored well in our tests, but we were unimpressed when we tested the RLX and ILX sedans. Those models have also come up short in owner satisfaction.

Acura ILX

Acura's entry-level luxury compact sedan gets a much-needed and extensive makeover for the 2016 model year, which further distinguishes it from the Honda Civic that it's based on. The sole powertrain is now the 2.4-liter four-cylinder and eight-speed automated-manual transmission used in the larger TLX. Styling updates include front and rear fasciae with LED headlights and taillights, and a look more like other Acura models. Inside, things have gone more upscale, with improved materials and Acura's dual-screen control interface. Acura is also promising a quieter cabin, a better ride, and improved handling. Available new safety features include adaptive cruise control, lane-keeping assist, and road departure and forward-collision mitigation systems.



Reliability: Satisfaction: MPG: -
Price: \$27,050-\$29,350 Ratings pg. -

Acura MDX

The MDX is a functional, family-friendly, and competitively priced luxury SUV. It's comfortable, quick, and quiet, with generous space for seven, as long as the third-row occupants aren't too big. The second row folds and slides forward with the touch of a button for easier third-row access, a simple solution that trumps the systems from other manufacturers. But the dual-screen control interface is frustrating to use. The 3.5-liter V6 is silky smooth and delivers more than adequate acceleration. We measured an excellent 20 mpg overall with the old six-speed automatic, which has been replaced by a nine-speed gearbox. The FWD version should have better fuel economy. Most trims include safety systems such as lane-keeping assist and forward-collision avoidance.



Reliability: Satisfaction: MPG: 20
Price: \$42,765-\$56,980 Ratings pg. 76

Acura RDX

Derived from the Honda CR-V compact SUV, the RDX is a slightly larger and more upscale alternative. Styling, handling, and interior quality are nothing special, but the RDX is well-equipped for the price. The very smooth and capable 273-hp V6 and six-speed automatic returned a respectable 22 mpg overall. Handling is not especially agile, and the ride is a little stiff. The overall interior ambience is rather plain-Jane for an upscale SUV, and it lacks some luxury features, such as a heated steering wheel, usually found on its competitors. Still, the seats are comfortable, the rear seat is roomy, and the simple, straightforward controls are easier to use than those in most competing vehicles.



Reliability: Satisfaction: MPG: 22
Price: \$35,095-\$40,195 Ratings pg. 76

Acura RLX

Acura's flagship falls well short of its luxury competitors. The ride is jumpy and unsettled, and the lack of handling agility makes the RLX feel ungainly. Its slick and responsive 310-hp V6 and six-speed automatic powertrain is a high point. Our tested FWD model averaged 23 mpg overall. A hybrid version adds electric motors to power the rear wheels for all-wheel drive and gets a claimed 30 mpg. The cabin is spacious and well-made, and includes a raft of electronic and connectivity features, but it isn't particularly luxurious and controls are overly complicated. First-year reliability has been average, but the RLX scored too low to recommend. No less noteworthy, it also fared rather low in our Owner Satisfaction Survey.



Reliability: Satisfaction: MPG: 23

Price: \$48,450-\$60,450 Ratings pg. 72

Acura TLX

The new TLX fills a hole in the Acura lineup left by the discontinued TSX and TL. Like most competitors, it's available with either a four- or a six-cylinder engine. All-wheel drive is offered with the V6. Four-cylinder models get an eight-speed automatic transmission that delivers quick, direct shifts and returns very good fuel economy at 27 mpg overall. The six-cylinder engine is a gem, with plenty of refined power, but its nine-speed automatic transmission shifts roughly. Measured against its European rivals, the TLX's handling falls short on agility and its ride isn't as comfortable. A generous roster of advanced safety systems includes front-collision warning and avoidance, lane-departure warning, lane-keep assist, adaptive cruise control, and blind-spot monitors.



Reliability: Satisfaction: MPG: 25-27

Price: \$30,995-\$44,700 Ratings pg. 71

Audi

Audi is a luxury brand that markets itself on available technology features as much as performance, luxurious interiors, or its Quattro all-wheel-drive system. It has recently begun heavily promoting its TDI diesel power plants by offering them on almost its entire range of vehicles. Despite once being masters of interior ergonomics, many new Audi models feel overloaded with controls. The MMI user interface found across the lineup is designed to make life easier for the driver, and after some mastery time this control system is actually quite logical. Many of Audi's vehicles are solid performers, and most have high-grade interiors. As Audi moves to more compact vehicles, though, fit-and-finish blind spots reveal themselves.



Reliability: Satisfaction: MPG: 27

Price: \$29,900-\$41,100 Ratings pg. 71

Audi A3

Audi's A3 is a compelling entry-level luxury car, although it lacks some important features for its price. Based on the Volkswagen Golf, it's solid, quiet, and well-assembled, with a drum-tight body structure. The firm and controlled ride makes it enjoyable to drive. Base front-wheel-drive models come with a 1.8-liter engine, which delivered a respectable 27 mpg in our tests. All-wheel-drive cars have a stronger but less efficient 2.0-liter engine. Major gripes include complicated controls and a very tight rear seat. It's easy to hit the \$40,000 mark with a few options. A sporty S3 with a 292-hp, 2.0-liter turbo; a 2.0-liter diesel; and a convertible have been added. A FWD hatchback will be available with diesel and hybrid powertrains in 2015.

PROFILES

Audi A4

Although it's due to be replaced, the A4 sports sedan still has a solid, high-quality feel and top-grade interior appointments. Agile handling makes it fun to drive, and the firm ride is supple and controlled. The 2.0-liter, turbo four-cylinder engine is mated to an excellent eight-speed automatic. In our all-wheel-drive test car, that combination contributed to a very respectable 25 mpg overall. Front-wheel-drive versions use a CVT automatic. Tight rear seating and complex controls are demerits. The high-performance S4 sedan comes with a 333-hp, supercharged V6. A blind-spot-detection system is available for 2015. We can no longer recommend the A4 because it scored a Poor in the IIHS small-overlap crash test.



Reliability: ○ Satisfaction: ○ MPG: 25

Price: \$35,500-\$37,600 Ratings pg. 71

Audi A5

Derived from the A4 sedan, the A5 coupe and convertible have quiet, luxurious cabins with room for four. Although the rear seat is snug, it's still one of the best in any convertible. The car drives well, with agile handling and a taut, compliant suspension that is soft enough for the daily commute. The standard 2.0-liter, turbo four-cylinder delivers ample power but sounds raspy; the eight-speed automatic is supersmooth. Drop the top and you'll find that the convertible has a shudder-free body structure and is almost devoid of wind buffeting. You can even operate the well-insulated soft top while driving at low speeds. The S5 uses the supercharged V6 and seven-speed automated manual, and the high performance RS 5 is a delight to drive with its 450-hp, 4.2-liter V8.



Reliability: ○ Satisfaction: ○ MPG: 22

Price: \$40,000-\$79,200 Ratings pg. 71

Audi A6

One of our top-rated midsized sports sedans, the A6 is quick and effortless, thanks to the smooth and refined 3.0-liter supercharged V6. Yet it returned a respectable 22 mpg overall in our tests. The base engine is a 2.0-liter four-cylinder turbo. AWD versions get the supersmooth eight-speed automatic; FWD cars use a CVT. The A6 does a stellar job at smoothing out imperfections while delivering a taut ride, and handling is agile and secure. The cabin is hushed, and the seats and interior materials are top-notch. Some controls are complicated. Standard features on uplevel trims include a touchpad for inputting radio and navigation commands. A 3.0-liter diesel V6 is available. Reliability of the V6 and diesel models has been average; the four-cylinder is above average.



Reliability: ○ Satisfaction: ○ MPG: 22

Price: \$44,800-\$75,500 Ratings pg. 72

Audi A7

This sharp-looking, coupelike hatchback version of the A6 sacrifices some comfort, access, rear-seat room, and visibility for sportiness and looks. The 3.0-liter, supercharged V6 is smooth and delivers effortless power; the diesel is subdued and powerful yet returned 28 mpg overall. The ride, especially with the 20-inch wheels, may be overly firm. The interior is very luxurious, but the controls take some familiarity. Audi's standard navigation system includes a touchpad for destination entry. A Wi-Fi hot spot is also offered. A sportier S7 with a 4.0-liter turbo V8 and a higher-performance RS 7 with a 560-hp V8 are offered. A blind-spot detection system is newly standard for 2015. Reliability has been average.



Reliability: ○ Satisfaction: ○ MPG: 28

Price: \$65,900-\$106,500 Ratings pg. 72

Audi A8

Audi's flagship provides smooth and effortless acceleration yet attains commendable fuel economy even with all-wheel drive. The car handles crisply and holds the road tenaciously, making it one of the sportiest luxury sedans we've tested. Expect a ride that's firm and steady but not particularly cushy. Interior ambience, quality of materials, and craftsmanship are all top-notch. The exceptionally comfortable and supportive front seats have a variety of massage settings. Demerits include controls that are overly complicated and a trunk that is small for a car this size. A 3.0-liter, supercharged V6 is the base engine, and a 4.0-liter V8; a 520-hp, turbo V8; a 3.0-liter V6 diesel; and a 6.3-liter 12-cylinder are available. A 2015 freshening brought a variety of cosmetic updates.



Reliability: NA Satisfaction: ○ MPG: 22

Price: \$77,400-\$137,900 Ratings pg. 72

Audi Allroad

The Allroad provides rugged styling details and extra ground clearance for an SUV-like appearance with light off-road capabilities. Agile handling makes it fun to drive, and the cabin is quiet and very well-finished. A spunky, turbocharged four-cylinder engine is matched with a slick eight-speed automatic, providing competitive, though not remarkable, acceleration. Its 22 mpg overall is competitive with the best small SUVs. Changes for 2015 include a standard power-operated liftgate. As compelling as the Allroad is, Audi's Q5 SUV has the same powertrain, costs less, offers more rear-seat room and cargo space, and has a greater towing capacity. Reliability has been well above average.



Reliability: ○ Satisfaction: ○ MPG: 22

Price: \$42,400 Ratings pg. 74

Audi Q3

Audi is following BMW, Buick, and Mercedes-Benz with its own compact luxury SUV. Slotted below the Q5, the new Q3 is primarily based on the Volkswagen Tiguan platform. Overall the Q3 manages to deliver a similarly premium driving experience as in the Q5 but in a 10-inch shorter package. The standard engine is the energetic 200-hp, 2.0-liter turbo four-cylinder, mated to a conventional six-speed automatic. This is a quiet and attractively finished SUV, with a firm ride and responsive handling. Front- and all-wheel-drive versions are available. A 140-hp, 2.0-liter turbodiesel four-cylinder will be offered at a later date, and a next-generation version based on the new Volkswagen Golf and Audi A3 arrives soon.



Reliability: New Satisfaction: New MPG: 22

Price: \$32,500-\$34,600 Ratings pg. 76

Audi Q5

The sporty Q5 is one of the better compact luxury SUVs. It's almost as much fun to drive as a sports sedan, with a steady and composed but rather firm ride. Its punchy, turbocharged four-cylinder engine and eight-speed automatic racked up a commendable 21 mpg overall in our tests. Though the four-cylinder delivers plenty of performance, we far prefer the 3.0-liter, supercharged V6 upgrade. The cabin is plush and quiet, with very supportive seats, but rear-seat and cargo space are modest. A 3.0-liter V6 diesel and an SQ5 with a 354-hp turbo V6 are new; a hybrid is also available. Reliability of the 2.0T version has been average, and the V6 and diesel versions were above average.



Reliability: ○ Satisfaction: ○ MPG: 21

Price: \$38,900-\$52,700 Ratings pg. 76

PROFILES

Audi Q7

Audi's luxury SUV is roomy and luxuriously finished. Power comes from a supercharged V6 or a V6 turbodiesel, each matched to a slick eight-speed automatic. Handling is fairly nimble, but the Q7 doesn't shine at its limits. The ride is steady, though at low speeds it is overly firm. Front-seat comfort is excellent, and the cabin is quiet. The MMI control system is complex at first but logical overall. A very snug third-row seat is standard. A new smaller, lighter-weight Q7 will debut in early 2016 with a variety of engine options, including a six-cylinder diesel plug-in hybrid. Audi claims it will have increased passenger room and optional third-row seats with integrated child seats. Android Auto and CarPlay smart-phone integration will be supported.



Reliability: ○ Satisfaction: ● MPG: –

Price: \$47,700-\$61,400 Ratings pg. –

Audi TT

Through the years the TT's styling has moved from quirky and cute to aggressive and sporting. The 2016 model, available this summer, comes standard with a 2.0-liter inline four-cylinder making 220 hp. Power is sent through a six-speed dual-clutch transmission to all four wheels. The top-shelf TTS features a 292-hp, 2.0-liter turbo four-cylinder. The TTS is available only as a coupe; the TT can be had as either a coupe or a convertible. All versions receive Audi's new customizable digital instrument panel that replaces all conventional gauges. Features include a 12.3-inch display with 3D graphics. The 4G LTE system will get a version of Audi connect that has read-aloud news headlines and alerts from Facebook and Twitter.



Reliability: New Satisfaction: New MPG: –

Price: \$40,000-\$55,000E Ratings pg. –

BMW

They may not be quite the ultimate driving machines anymore, but most BMWs are responsive, comfortable, and fuel-efficient. Several models have recently given up some sportiness in return for added comfort, refinement, and high-tech features. But BMW still builds some fun sporty cars, such as the 2 Series coupe, along with some plush luxury cars and a wide variety of polished SUVs. Its ever-expanding stable of models stretches from coupes and sedans to hatchbacks and SUVs, and even includes two electric cars. The M versions are dedicated high-performance machines that are more track-worthy than daily drivers. The fussy controls tend to be daunting at first, though the iDrive system isn't as exasperating as it used to be. Reliability of most models has been average.

BMW 2 Series

The small 2 Series coupe has razor-sharp handling and a sense of immediacy unlike other recent BMWs, which seem to focus more on luxury and comfort. The 228i comes with a 240-hp, 2.0-liter four-cylinder; the uplevel M235i we tested has a terrific 320-hp, 3.0-liter turbo six-cylinder. Available six-speed manual and eight-speed automatic transmissions are slick and smooth. The excellent front seats have ample space, but the rears are very cramped. Interior appointments are first-rate, but the iDrive unified control system remains a bit of a pain to fully master. All-wheel drive and a convertible are new for 2015.



Reliability: NA Satisfaction: NA MPG: 25

Price: \$32,100-\$44,900 Ratings pg. 73

BMW 3 Series

The 3 Series is excellent, with commendable ride comfort, noise isolation, and fit and finish. The turbo four-cylinder makes the 328i quick yet returns a frugal 28 mpg overall. The 335i uses a smooth and punchy turbo six-cylinder. Handling is very capable, but steering feel isn't as sharp as the models that built BMW's reputation. The diesel 328d's 35 mpg overall is a standout in the class. A hybrid, an AWD wagon, and a less powerful 180-hp 320i version are also available. The AWD Gran Turismo is a stylized hatchback version. The ultra-high-performance M3 can give Porsches and Corvettes a run for their money. Reliability of the rear-wheel-drive 328i has dropped to below average; other versions are average.



Reliability: ○ Satisfaction: ● MPG: 28-35

Price: \$32,950-\$62,000 Ratings pg. 71

BMW 4 Series

The 4 Series coupe, convertible, and four-door Gran Coupe hatchback—based on the 3 Series sedans—pack in healthy doses of style, luxury, and exclusivity. Lower and wider than the 3 Series, the plush and comfortable 4 Series is meant as a touring car rather than a pure sportster. Yet they are quite capable. Handling is taut, the ride is steady and compliant, and the interior is plush. The turbocharged 2.0-liter four-cylinder is sparing with fuel; the 3.0-liter six-cylinder turbo is supersmooth and delivers effortless go. All-wheel drive is optional. The ultra-high-performance M4 is a track-ready version. First-year reliability has been above average.



Reliability: ○ Satisfaction: ● MPG: –

Price: \$40,300-\$72,500 Ratings pg. –

BMW 5 Series

No matter your tastes, the 5 Series has an engine to satisfy your appetite. In our tests, the turbo six-cylinder in the 535i delivered strong, smooth acceleration, and the eight-speed automatic shifted imperceptibly. At 23 mpg overall, fuel economy is commendable for such a quick and substantial sedan. For the frugal-minded, hybrid and diesel models are available; Autobahn-stormers can opt for the top-level M5 and its 560-hp 4.4-liter turbo V8. The ride is elegant and composed, but the car's vague steering and pronounced understeer at its limits take it down a peg in the fun-to-drive quotient. Interior fit and finish is excellent, but some controls are overcomplicated. Reliability of most versions has been average or better.



Reliability: ○ Satisfaction: ● MPG: 23

Price: \$49,950-\$93,600 Ratings pg. 72

BMW 6 Series

Based on the 5 Series, this grand tourer comes as a two-door coupe or convertible, as well as the four-door Gran Coupé. Power comes from a 3.0-liter, turbocharged six-cylinder or a 4.4-liter V8, mated to either an eight-speed automatic or a six-speed manual, unusual for this class. The V8 delivers ferocious acceleration and an invigorating exhaust note. Handling is much sharper than the 5 Series, making the big coupe more of a driver's car than its progenitor. The M version is even more performance-oriented. It's quick, capable, and enjoyable to drive. And 2015 has brought new interior and exterior styling treatments. All-wheel drive is also available.



Reliability: NA Satisfaction: ○ MPG: –

Price: \$76,100-\$118,200 Ratings pg. –

PROFILES

BMW 7 Series

Though comfortable and laden with technology, the 7 Series isn't the crisp, sporty luxury car it once was. The long-wheelbase 750Li we tested wasn't particularly agile in everyday handling or at its limits. Though supple enough, the ride lacks the steady, isolated comfort expected in an ultraluxury car. The turbocharged V8 is smooth, refined, and punchy. Many controls are complex and frustrating to use. On the plus side, the roomy cabin is super-quiet and impeccably finished, and seat comfort is stellar. All-wheel drive is available, as are hybrid, six and 12-cylinder versions, and a 255-hp diesel with standard all-wheel drive. Reliability has been average, but the 7 Series scored too low in our tests to recommend.



Reliability: Satisfaction: MPG: 18

Price: \$74,000-\$141,200 Ratings pg. 73

BMW i3

Instead of being a battery-powered version of an existing car, the i3 is built as an electric car from the ground up. It is a rear-wheel-drive, four-seat hatchback with rear-hinged back doors. The electric motor produces the equivalent of 170 hp, which makes the car feel quick. An optional two-cylinder engine acts as a generator to extend the range beyond the 75 miles, to about 130 total. Charge times are about 4 hours on a 240-volt circuit, through the 7.4-kW onboard charger. Weight savings comes from its aluminum frame and carbon fiber structure. Despite its tall stance the i3 is very agile and easy to maneuver, though the ride is firm. It takes time to get used to the pronounced deceleration when lifting off the gas pedal.



Reliability: NA Satisfaction: NA MPG: 139

Price: \$41,350-\$47,900 Ratings pg. 67

BMW X1

This compact, five-seat SUV is BMW's least expensive model. That is evident in the feature set, interior quality, ride comfort, and limited space inside. Still, the X1 feels sporty to drive. Whether rear- or all-wheel drive, the base 240-hp, turbo four-cylinder and eight-speed automatic transmission deliver quick acceleration and a good 23 mpg overall. The potent turbo 3.0-liter, six-cylinder gets a six-speed automatic. Steering feels sharp and communicative, though it can feel heavy at low speeds. Ride comfort is on the stiff side. Noise isolation and interior quality are a notch below BMW's usual high standards. You can get a basic model without BMW's complicated iDrive system. Reliability has been average.



Reliability: Satisfaction: MPG: 23

Price: \$30,900-\$38,800 Ratings pg. 76

BMW X3

The X3 is one of the best upscale SUVs we've tested, with agile handling and a beautifully finished interior. The ride is composed, although the body tends to rock side-to-side on uneven pavement. The 2.0-liter, turbo four-cylinder returned a very good 23 mpg overall and the eight-speed automatic shifts seamlessly. But the 28i version falls a bit short on refinement, with a diesellike clatter marring the luxurious tranquility. Firm and supportive seats keep the driver and front passenger comfortable all day. The rear seat is roomy, though the cushion is a bit low. Some controls take time to master, and the optional rear-view camera is a must. Reliability has been average. A 2015 update includes a 2.0-liter diesel and a rear-wheel drive version.



Reliability: Satisfaction: MPG: 23

Price: \$38,500-\$45,500 Ratings pg. 76

BMW X4

Emphasizing sport over utility, the X4 is a coupelike variant of the X3. It's agile, rides tautly, and has a beautifully trimmed cabin. Front and rear seats are lowered to keep passengers' heads from hitting the low roof, and the cargo space shrinks considerably under the sloping rear hatch, making it a less practical SUV. Engine choices are a 240-hp, 2.0-liter turbo four-cylinder and a 300-hp, 3.0-liter turbo six-cylinder that is particularly smooth and powerful. Both engines are mated to an eight-speed automatic transmission, and all-wheel drive is standard. Optional 19-inch tires make the ride a bit too jiggly.



Reliability: New Satisfaction: New MPG: -

Price: \$44,700-\$48,000 Ratings pg. -

BMW X5

The third-generation X5 traded some steering feel and sporty handling for a refined driving experience. Its 3.0-liter turbo six-cylinder, paired to a silky-smooth eight-speed automatic, delivers effortless acceleration and averaged a pretty good 21 mpg overall. In our tests we found the ride to be steady and refined. The interior is quiet and impeccably finished, though the optional third-row seat is suitable only for kids. BMW's iDrive control system has been improved but remains complex. Optional safety systems are comprehensive, including lane-departure warning that vibrates the steering wheel. A 4.4-liter V8, a 3.0-liter six-cylinder diesel, and a rear-drive version are also available. Reliability has been average for the six-cylinder turbo.



Reliability: Satisfaction: MPG: 21

Price: \$53,200-\$69,100 Ratings pg. 77

BMW X6

This coupelike sporty SUV is based on the smooth and capable X5, which is a good place to start. Unlike its sibling, the styling severely hampers rear visibility, cabin access, and cargo room in the X6. More than just a new body, though, the X6 is sportier than the X5, with tauter handling and a slightly stiffer ride. Most versions are powered by a 3.0-liter, turbocharged six-cylinder, which returned 21 mpg overall in our tested X5. A 4.4-liter turbocharged V8 is also offered. The AWD system can vary the torque from side to side in an effort to minimize understeer. A rear-wheel-drive version is new.



Reliability: New Satisfaction: New MPG: -

Price: \$59,600-\$72,900 Ratings pg. -

BMW Z4

The Z4 looks sharp but isn't as entertaining as we expect a sports car to be. Handling is capable and secure, but vague steering, a penchant for understeer, and a jittery ride undermine the Z4's fun factor. Its 2.0-liter, turbocharged four-cylinder is plenty powerful and returned 28 mpg overall, but it has a diesellike clatter at idle. The six-speed manual transmission is precise but slightly notchy. An eight-speed automatic is optional, as are powerful six-cylinder engines that come with a seven-speed sequential transmission. The well-finished cabin has plenty of leg and head room but feels narrow. iDrive controls can be fussy, especially with a manual transmission. The retractable hardtop keeps it fairly quiet inside.



Reliability: NA Satisfaction: MPG: 28

Price: \$48,950-\$65,800 Ratings pg. 73

PROFILES

Buick

Buick is in the process of shedding its stodgy image with a product resurgence led by the sporty, refined, competitive, and affordable Regal. Most other models are luxurious and refined, with beautiful interiors, and one of the most straightforward touch-screen radio and navigation systems in the business. Reliability is solid, though most Buicks can't match the latest competitors' gas mileage. Of the entire model range, only the small Encore is not recommended, because it scored too low in our tests. Most trim levels on every model come with Wi-Fi hot spots for 2015.



Buick Regal

This well-honed and satisfying sports sedan has a European feel. With its agile handling, quick steering, and a taut, steady ride the Regal is one of Buick's best offerings. The 259-hp, 2.0-liter turbo four-cylinder delivers good performance and fuel economy. Our tested Regal was quick and fairly quiet, and delivered 24 mpg overall. The optional eAssist mild hybrid system could boost that to about 29 mpg. Rich-feeling materials are used in the quiet interior, which has excellent fit and finish. The front seats are firm and supportive, though the rear seat is snug. Infotainment system controls are mostly simple, and all-wheel drive is now available on all trim lines. A standard built-in Wi-Fi hot spot is new for 2015.

Reliability: Satisfaction: MPG: 24

Price: \$29,990-\$39,810 Ratings pg. 71

Buick Enclave

Even after six years on the market, the large Enclave remains a competitive three-row SUV. We liked its firm, comfortable, and quiet ride and its agile, secure handling. But like its corporate cousins, the Chevrolet Traverse and GMC Acadia, it's beginning to show its age. The 3.6-liter V6 engine and six-speed automatic are smooth and powerful enough, but at times they work hard in this large SUV, and its 15 mpg overall is paltry. A big plus is the ability to fit adults in the roomy third row. Fit and finish is impressive, and for 2015 forward-collision and lane-departure warning systems are available.



Reliability: Satisfaction: MPG: 15

Price: \$39,050-\$49,305 Ratings pg. 77



Buick Verano

The Verano is based on the Chevrolet Cruze but has more sound insulation and upscale trimmings. Power from the 2.4-liter four-cylinder is adequate, but the engine is noisy and its 24 mpg overall is among the worst in the class. A 2.0-liter, turbocharged four-cylinder makes the car quicker and quieter. It rides relatively comfortably, and handling is responsive though not that sporty. The interior is finished appropriately for the price and roomy enough up front, but it's very cramped in the rear. Features such as a heated steering wheel are appreciated, but the lack of power recline and adjustable lumbar support for the driver's seat is chintzy. A standard built-in Wi-Fi hot spot is new for 2015. Reliability has been above average.

Reliability: Satisfaction: MPG: 24

Price: \$23,380-\$29,215 Ratings pg. 71

Buick Encore

Derived from the small Chevrolet Sonic, this subcompact SUV feels relatively posh, with a well-finished, quiet cabin and a more comfortable ride than in many bigger SUVs. But it can feel busy on rutted back roads. The little 1.4-liter turbo four-cylinder and six-speed automatic deliver leisurely acceleration and just fair fuel economy. The Encore's tidy size makes it easy to maneuver in tight spaces, and its handling is sound, if unexceptional. Features such as a heated steering wheel and cooled seats are unusual in such a small SUV. Despite the luxury ambience, the interior is still narrow and cramped, and the swoopy styling intrudes on the view aft. Reliability has been average, but the Encore scored too low to be recommended.



Reliability: Satisfaction: MPG: 23

Price: \$24,065-\$30,935 Ratings pg. 76

Cadillac

Cadillac has been chasing European luxury brands such as BMW by building cars and SUVs with edgy, uniquely American styling and impressively finished interiors. It has a number of sports sedans that go toe-to-toe with its German rivals. In fact, in our testing the ATS and CTS beat their Teutonic competitors in terms of handling agility but not in overall performance. Many of the models are let down by shaky reliability and the brand's infuriating Cue touch-screen infotainment system, which is buggy and difficult to use. But not all models are cut from the same sporty cloth. The SRX feels heavy and not that engaging, the XTS is a large front-wheel-drive sedan that feels like it's from Cadillac's past, and the Escalade is just a large, old-school SUV.

Buick LaCrosse

Thanks to its luxurious, well-finished, and roomy interior, and a supple ride, the LaCrosse is a competitive large sedan. Buyers can choose from a refined and powerful 3.6-liter V6 or a mild-hybrid eAssist four-cylinder that still delivers good performance as well as 26 mpg overall. Its engine shuts off at idle to save fuel. Handling is responsive. Rear-seat room is generous, and the seats are well padded and comfortable, though the cockpit is narrow. Exterior styling compromises visibility fore and aft, though a standard rear-view camera is new for 2015. Controls are quite simple for a luxury car. Reliability of the V6 has improved to average, and the four-cylinder is above average.



Reliability: Satisfaction: MPG: 20-26

Price: \$33,635-\$40,500 Ratings pg. 71



Cadillac ATS

Nimble and capable handling, a taut ride, and excellent braking make the ATS a treat to drive. Three engines are available, with rear- or all-wheel drive: a 2.5-liter four-cylinder, a 3.6-liter V6, and a 2.0-liter turbo four-cylinder. The turbo feels quicker than it is but got just 23 mpg overall. The six-speed automatic is a step behind the seven- and eight-speeds in most competitors. A manual gearbox is available. The interior is well-finished but very snug. Interacting with the audio or phone through Cadillac's Cue system, with its flush buttons and dazzling display, is very convoluted and frustrating. A coupe is available, and a high-performance ATS-V with a 445-hp, twin-turbo 3.6-liter V6 arrives this spring.

Reliability: Satisfaction: MPG: 23

Price: \$33,215-\$51,435 Ratings pg. 71

PROFILES

Cadillac CTS

The CTS is a fun-to-drive luxury sedan that is more BMW than most BMWs. Eager handling crowns it as one of the sportiest cars in the class, and the firm ride is absorbent but short of plush. But as satisfying as it is to drive, the CTS can also be frustrating. Much of the blame goes to the overly complex Cue infotainment-system controls. The cabin is super-luxurious, with impressive material quality. But rear-seat room is snug for this class and the trunk is relatively small. Neither the four-cylinder turbo nor the 3.6-liter V6 is as refined as the best in class. The high-end Vsport version is better, with effortless thrust. And 2015 marks the return of the CTS-V, which gets its engine from the Corvette Z06. First-year reliability of the redesign has been above average.



Reliability: ● Satisfaction: ● MPG: 21

Price: \$45,345-\$69,900 Ratings pg. 72

Cadillac ELR

The sleekly raked ELR is Cadillac's version of the Chevrolet Volt. Like the Volt, the ELR's plug-in electric/gasoline powertrain allows it to run on electricity alone for up to 37 miles before starting the 1.4-liter, four-cylinder gas engine to extend the range up to 340 miles. Chrome, stitched leather, wood trim, and carbon-fiber accents create a warm, luxurious interior, but visibility is wanting. And where the Volt's backseat is snug, the ELR's seems mainly for decoration. The instrument panel features the Cue infotainment system, which we have found distracting and frustrating. A full suite of advanced safety systems, including forward-collision, blind-spot, and cross-traffic alerts, is available. Starting price is \$75,000 before tax credits.



Reliability: NA Satisfaction: NA MPG: -

Price: \$75,000 Ratings pg. -

Cadillac Escalade

This blinged-out luxury version of the Chevrolet Tahoe/Suburban and GMC Yukon/Yukon XL has been redesigned for 2015. Abundant power comes from its new 420-hp, 6.2-liter V8, which is paired with an eight-speed automatic for better response and fuel economy. The standard Magnetic Ride Control keeps the big SUV steady and controlled, but the ride is stiff and jarring over bumps, which feels out of place in an \$80,000 vehicle. The sumptuous interior is one of the best we've seen, and active noise cancellation keeps the cabin very quiet. The third row finally folds flat although not fully into the floor. The frustrating Cue infotainment system relies on voice and touch-screen controls in place of most conventional knobs and buttons.



Reliability: New Satisfaction: ● MPG: -

Price: \$72,970-\$94,875 Ratings pg. -

Cadillac SRX

Among luxury midsized SUVs, the SRX feels heavy and dated, and gets mediocre fuel economy. Despite a generous 308-hp from its 3.6-liter V6, the SRX feels sluggish and underpowered in everyday driving. That's partly because the smooth six-speed automatic dithers before downshifting. Handling is fairly agile, and the ride is taut yet supple. Very supportive front seats highlight a quiet, well-finished, and high-quality interior. The backseats are snug, and wide roof pillars restrict rear visibility. Cadillac's Cue infotainment system is excessively convoluted, buggy, and difficult to use. A standard built-in Wi-Fi hot spot is new for 2015. Reliability has been average but the SRX scored too low for us to recommend it.



Reliability: ○ Satisfaction: ○ MPG: 18

Price: \$37,605-\$51,730 Ratings pg. 77

Cadillac XTS

Cousin to the Buick LaCrosse, Cadillac's XTS is a large front- or all-wheel-drive sedan with a beautifully executed interior, perfect for limo duty. It's roomy, luxurious, and quiet inside, with comfortable seats. But the ride feels too ordinary for a luxury car, and the 3.6-liter V6 engine sounds coarse when prodded. The touch-activated Cue infotainment interface is unintuitive and frustrating to use, and the high rear deck impedes the view aft. The blind-spot warning system, which vibrates the driver's seat, helps a bit. A Vsport version with a twin-turbo 3.6-liter engine gives the XTS V8-like power. A standard built-in Wi-Fi hot spot for 2015 will please passengers. Reliability has been far below average.



Reliability: ● Satisfaction: ○ MPG: 22

Price: \$44,660-\$69,785 Ratings pg. 72

Chevrolet

Capitalizing on its down-home American reputation, Chevrolet sells a full lineup, from subcompacts and family sedans to large SUVs and pickup trucks. As such, its products are a mixed bag. For the most part, sedans such as the Malibu and Impala are compellingly quiet and comfortable, if not the most fuel efficient. Its pickups and SUVs succeed more by providing economical functionality with few frills. Chevrolet has committed to electric drive with the Volt plug-in. But otherwise, it doesn't really offer a car that gets great gas mileage. The MyLink touch-screen infotainment system is one of the easiest to use in the business. Reliability ranges mostly from well below average to average, though some older SUVs do better.

Chevrolet Camaro

The Camaro looks and sounds like a classic muscle car. Our tested Camaro SS was very quick, thanks to its 6.2-liter V8 engine. Performance from the base 3.6-liter V6 was unexciting. Handling is very capable, but the car's size and weight make it feel ponderous in everyday driving and on our track.



Reliability: ○ Satisfaction: ● MPG: 17-21

Price: \$23,705-\$72,305 Ratings pg. 73

Braking performance on the SS is excellent, and the ride is taut and controlled but not punishing. However, the emphasis on exterior and interior styling hurt practicality, hampering visibility, befuddling the control layout, and leaving room for just a small trunk and tiny rear seat. The convertible has an awkward manual top release. High-performance ZL1 and Z/28 versions top the line. Reliability has improved to average recently.

Chevrolet Colorado

GM's small pickups, the Chevrolet Colorado and its twin, the GMC Canyon, aren't so small anymore. Shorter and narrower than the full-sized Silverado, the Colorado comes with big-truck features, such as a spring-loaded tailgate, and big-truck capability. Buyers can choose a 200-hp, 2.5-liter four-cylinder or a 305-hp, 3.6-liter V6, both backed by a standard six-speed automatic transmission. V6 versions feature a tow-haul mode. A four-cylinder diesel is expected in the fall. Rear- and four-wheel-drive versions are available. Inside you'll find the latest electronics, including the MyLink Bluetooth audio system. These are the first small trucks to offer forward-collision and lane-departure warnings, and a backup camera is standard.



Reliability: New Satisfaction: New MPG: -

Price: \$20,120-\$34,415 Ratings pg. -

PROFILES

Chevrolet Corvette

The seventh-generation Corvette has sharp-edged styling, more power, and an interior worthy of the price. Power comes from a 455-hp, 6.2-liter V8 mated to a standard seven-speed manual. New for 2015 is an optional eight-speed automatic with paddle shifters. Drivers with a thirst for more power can opt for the 650-hp Z06. The car's all-aluminum construction optimizes weight and strength to benefit fuel economy and handling. Acceleration is blisteringly quick, and handling is pinpoint. With the adjustable driving modes the car can be a fairly refined cruiser or track-ready race car. The seats deliver support and comfort. But you can't ignore the low-slung cabin that's difficult to access and tire noise. First-year reliability of the redesign has been average.



Reliability: ○ Satisfaction: ● MPG: 20

Price: \$54,000-\$83,000 Ratings pg. 73

Chevrolet Cruze

Chevrolet's mainstream compact sedan feels solid and substantial for a small car. It has responsive handling, and the quiet interior and controlled ride make the Cruze feel like a larger car. The well-finished cabin feels spacious up front even for tall drivers, but there's no mistaking the cramped backseat. The base 1.8-liter four-cylinder and the quieter, more refined uplevel turbocharged 1.4-liter returned just 26 mpg, low for this class of car. An Eco trim is also available, but it improves overall fuel economy by just 1 mpg with the automatic transmission. The diesel version got 33 mpg overall, and an excellent 49 mpg highway in our tests. Reliability has been below average.



Reliability: ● Satisfaction: ○ MPG: 26-33

Price: \$16,170-\$25,660 Ratings pg. 69

Chevrolet Equinox

The Equinox and its GMC Terrain twin straddle the small and midsized SUV categories. They have a taut yet supple and controlled ride, with responsive and secure handling. The 3.6-liter V6 and more fuel-efficient four-cylinder engine feel sluggish. The transmission blunts the performance of the V6, yet it still returns mediocre gas mileage. Handling is sound, if unexceptional, and the ride is supple and controlled. Interior components look snazzy but feel cheap. High-trim LTZ models bring beneficial forward-collision and lane-departure warning safety systems but lack common comfort features such as a dual-zone climate system. Reliability has been above average, but the Equinox scores too low to be recommended.



Reliability: ● Satisfaction: ○ MPG: 18-21

Price: \$24,520-\$33,670 Ratings pg. 75

Chevrolet Impala

One of our top rated sedans, the Impala is roomy, comfortable, quiet, and enjoyable to drive. It even rides like a luxury sedan, feeling cushy and controlled. Engine choices include a punchy 3.6-liter V6 and an adequately powerful 2.5-liter four-cylinder, both paired with a six-speed automatic. The V6 accelerates and brakes capably, with secure and responsive handling. The full-featured cabin stays very quiet, with a sumptuous backseat and a huge trunk. Controls are intuitive and easy to use, but rear visibility is restricted. Advanced electronic safety features are readily available. A standard Wi-Fi hot spot is new. First-year reliability of the redesign has been average for the V6 but far below average for the four-cylinder.



Reliability: ○ Satisfaction: ● MPG: 22

Price: \$27,060-\$40,660 Ratings pg. 70

Chevrolet Malibu

More than a humdrum midsized sedan, the Malibu has a comfortable ride and a well-finished and exceptionally quiet interior that set it apart. Handling is sound, if a little soggy at its limits. A 2.5-liter four-cylinder with an unobtrusive start/stop system, paired with a six-speed automatic, is standard. The uplevel 2.0-liter, turbocharged four-cylinder delivers plentiful power and gets 24 mpg. Controls are straightforward to use. The wide, soft front seats lack support on long trips, and the backseat is cramped. But trunk room is sufficient, even in the hybrid. Changes for 2015 include a standard built-in Wi-Fi hot spot with three months of complimentary data. Reliability has been average.



Reliability: ○ Satisfaction: ○ MPG: 24-26

Price: \$22,465-\$30,480 Ratings pgs. 69, 70

Chevrolet Silverado 1500

The Silverado and similar GMC Sierra are among our top-scoring pickups. Their strengths include responsive handling and a cabin as quiet as a luxury car's and more spacious. Cabin access is easy, controls simple, and towing and payload capacities generous. Fuel economy from the 5.3-liter V8 crew cab we tested was an exceptional 16 mpg overall, but the truck feels sluggish. Other engines include a 4.3-liter V6 and powerful 6.2-liter V8, which gets an eight-speed automatic for 2015. The truck's few shortcomings include a jittery ride and front seats that aren't as supportive as those in some competitors. First-year reliability of the redesign has been much below average.



Reliability: ● Satisfaction: ● MPG: 16

Price: \$26,105-\$51,150 Ratings pg. 77

Chevrolet Sonic

The subcompact Sonic is fairly quick and quiet for the class. It handles responsively, although the steering is a bit darty. The standard 1.8-liter four-cylinder performs well, and the uplevel trim gets a modestly quicker and thriftier turbo four-cylinder. The sedan has a huge trunk and better visibility, but the hatchback has better cargo versatility. Both have a relatively quiet cabin, but the rear seats are cramped. Crash-test results are very good for a subcompact. Advanced safety features such as forward-collision alert, lane-departure, and a backup camera are available. Changes for 2015 include a standard Wi-Fi hot spot. Reliability has dropped to below average.



Reliability: ● Satisfaction: ○ MPG: 28-30

Price: \$14,245-\$21,945 Ratings pg. 67

Chevrolet Spark

Chevrolet's tiny Spark has standard features such as a touch-screen infotainment system. But that doesn't make it a good deal. The best its dinky 84-hp, 1.2-liter four-cylinder can muster is loud and slow acceleration, and its 31 mpg overall even falls short of some larger midsize sedans. The continuously variable transmission revs up the deafening engine roar any time you ask for more power, which is frequently. The cabin is cramped and extremely loud, and the ride is stiff and jittery. Handling is lackluster, but the Spark is easy to park and has room for two adults in the rear seat. The best version is the electric one, sold only in California and Oregon. A standard Wi-Fi hot spot is new for 2015.



Reliability: NA Satisfaction: ○ MPG: 31

Price: \$12,270-\$27,210 Ratings pg. 68

PROFILES

Chevrolet SS

Consider the SS a stealth weapon: a serious performance car cloaked in a restrained exterior with a spacious, comfortable cabin. Its ferocious speed, responsive handling, and fantastic brakes keep pace with many high-end sports sedans. The rear-drive SS comes fully loaded and is powered by a burbling, 415-hp, 6.2-liter V8. Controls are simple, and standard safety gear includes forward-collision alert, lane-departure warning, blind-spot monitors, and a backup camera with cross-traffic alert. A firm but tolerable ride and a paltry 17 mpg overall are modest drawbacks for this kind of performance. A six-speed manual transmission and a standard Wi-Fi hot spot are new for 2015.



Reliability: NA Satisfaction: NA MPG: 17

Price: \$45,745 Ratings pg. 70

Chevrolet Suburban

If you need space for seven or more passengers, all their stuff, and towing capacity to boot, little else but the Suburban will do. Redesigned for 2015, this hauler got a sumptuous and quiet interior, power folding second- and third-row seats, and available blind-spot monitoring and cross-traffic alert. Beyond that, it's pretty much your tried-and-true Suburban, with a 5.3-liter V8, six-speed automatic, and fuel economy that improved to a whopping 16 mpg. The touch-screen infotainment system is easy to use, and the Magnetic Ride Control suspension on LTZ trims improves ride comfort and handling safety. We have insufficient data to predict reliability of the redesign.



Reliability: New Satisfaction: ● MPG: 16

Price: \$48,250-\$66,035 Ratings pg. 76

Chevrolet Tahoe

For 2015, the redesigned Tahoe gained a luxurious and quiet interior, improved second- and third-row seats, and available features such as blind-spot monitoring and cross-traffic alert. Beyond that, fuel economy from the 5.3-liter V8 and six-speed automatic, improves to a whopping 16 mpg. But the engine doesn't feel all that responsive, particularly at low speeds. The touch-screen infotainment system is easy to use. The ride is stiff, although the Magnetic Ride Control suspension on LTZ trims improves ride comfort and handling safety. Properly equipped, the truck-based Tahoe has a towing capacity of 8,500 pounds. But car-based SUVs have better handling and are more efficient. Reliability of the redesign has been average.



Reliability: ○ Satisfaction: ● MPG: 16

Price: \$45,550-\$63,335 Ratings pg. 76

Chevrolet Traverse

Even after six years on the market, the large Traverse is among the most competitive three-row SUVs. We liked its firm, comfortable, and quiet ride and its agile, secure handling. But like its corporate cousins, the Buick Enclave and GMC Acadia, it's beginning to show its age. The 3.6-liter V6 engine and six-speed automatic are smooth and powerful enough, but at times they work hard in this large SUV, and its 16 mpg overall is uncompetitive. A big plus is the ability to fit adults in the roomy third row. Fit and finish is excellent, and for 2015 forward-collision and lane-departure warning systems are available. Reliability has been above average.



Reliability: ● Satisfaction: ○ MPG: 16

Price: \$30,995-\$43,935 Ratings pg. 76

Chevrolet Trax

Chevrolet expands its budget offerings in early 2015 with this bite-sized crossover, essentially a stripped down Buick Encore. Available in front- or all-wheel drive, the Trax uses the Encore's 1.4-liter turbo four-cylinder and six-speed automatic, and features the next-generation versions of OnStar and MyLink infotainment systems. That means available 4G LTE, mobile Wi-Fi, and Siri Eyes Free for hands-free iPhone operation. In our test of the Encore, the little engine delivered leisurely acceleration and mediocre fuel economy. That cabin is reasonably well-appointed, but it feels narrow and cramped. At \$26,000, our Trax LT AWD test car costs as much as larger, more substantial SUVs such as the Subaru Forester.



Reliability: New Satisfaction: New MPG: -

Price: \$20,120-\$26,530 Ratings pg. -

Chevrolet Volt

An electric car with a backup engine to extend its typical 35-mile electric range, the Volt is quick, quiet, and responsive, with a taut ride. Its four-seat capacity limits practicality, the rear seat is cramped, and visibility is poor. Once the lithium-ion battery is depleted, the 1.4-liter engine acts as a generator to extend the range by 315 miles. We averaged the equivalent of 99 mpg in electric mode and 32 mpg—on premium—when it switched over to gasoline. Recharging takes 4 hours using a 240-volt supply and 10 hours with 120 volts. For 2015, the battery storage capacity is increased from 16 to 17.1 kWh, probably leading to more EV-only miles. Reliability has been average. A 2016 redesign brings increased electric range and an improved control layout.



Reliability: ○ Satisfaction: ● MPG: 61

Price: \$34,345 Ratings pg. 67

Chrysler

Chrysler is the flagship U.S. passenger-car brand within the Fiat-Chrysler alliance, which began in 2009. Although Chrysler Group (now FCA US) is technically a subsidiary of Fiat, it serves as the mother ship for the Chrysler, Dodge, Jeep, and Ram Trucks brands. This year only three vehicles wear the Chrysler badge: the midsized 200 and large 300 sedans, and the Town & Country minivan. The Chrysler 300 is a standout, the other two are so-so. In almost any Chrysler product these days you can expect modernistic styling, lots of convenient storage spaces, simple controls, and the easy-to-use UConnect touch-screen infotainment system. Overall reliability has often been iffy, though. It's good one year but bad the next.



Reliability: New Satisfaction: New MPG: 25-30

Price: \$21,800-\$30,525 Ratings pg. 70

Chrysler 200

Redesigned for 2015, the 200 is well-equipped but is downrated for its ride and handling qualities. Engine choices are a fairly polished 3.6-liter, 295-hp V6 or an underwhelming though efficient 184-hp, 2.4-liter four cylinder that returned a very good 30 mpg overall. Both are paired with a nine-speed automatic that is neither particularly smooth nor responsive. The V6 is a much nicer engine than the four cylinder and can be had with all-wheel drive. The center console includes a charging station and a rotating knob instead of a conventional gear selector. The cabin is quiet, but handling is clumsy, making the 200 feel like a larger car, and the ride is rough and unsettled. Available safety features include forward-collision and lane-departure warnings, and a self-parking system.

PROFILES

Chrysler 300

Chrysler's roomy and luxurious 300 is one of the best large sedans on the market. Inside, you'll find plenty of space for five adults and a comfortable cabin decked with attractive trim. The punchy 5.7-liter V8 comes paired with a smooth eight-speed automatic. But the 3.6-liter V6 version, which also uses the eight-speed box, brings a stately ride and responsive handling while averaging a good 22 mpg overall in our tests. It's a bargain luxury sedan and our preferred choice. All-wheel drive is optional. The Uconnect touch-screen infotainment system is one of the best in the industry. The 2015 model got a mild styling update, a rotating knob for gear changes, a big driver-info screen in the gauge cluster, and a stack of modern safety gear.



Reliability: Satisfaction: MPG: 18-22

Price: \$31,395-\$44,895 Ratings pg. 70, 71

Chrysler Town & Country

The Town & Country has some good points but still falls short of the best minivans. Highlights include a comfortable, settled ride and a quiet, well-equipped, and versatile cabin. The second- and third-row seats conveniently fold into the floor to maximize cargo space, but those folding seats are thinly upholstered and not very supportive. Though the 283-hp V6 is polished and powerful enough, the slow-shifting transmission is a generation behind and fuel economy is just 17 mpg overall. Everyday handling is sound but becomes sloppy when the van is pushed to its limits. Reliability has been below average, and the van scored a Poor in the IIHS small-overlap crash test. A redesign is due in 2016.



Reliability: Satisfaction: MPG: 17

Price: \$29,995-\$39,995 Ratings pg. 74

Dodge

Historically, Dodge has been Chrysler's mainstream bread-and-butter brand, with the Dodge version of any Chrysler sibling being slightly cheaper and less feature-laden. Under Fiat's ownership Dodge marketing has been aimed more at performance, exemplified by the Charger and Challenger, or ruggedness, as in the Durango SUV. The Dart, a compact sedan based on a Fiat platform, typifies the brand's renewed emphasis on styling. But in the end it is let down by unrefined powertrains. Newer Dodges are much improved since the Fiat takeover but, except for the Charger and Durango, still lag most competitors overall, and reliability remains a short suit.



Reliability: Satisfaction: MPG: 22

Price: \$27,995-\$62,295 Ratings pg. 71

Dodge Charger

Like its cousin, the Chrysler 300, the Charger is a big, comfortable cruiser with an array of sophisticated technology on tap. Exterior and interior updates arrived for 2015. In addition to the perfectly adequate 3.6-liter V6, buyers can opt for a 370-hp 5.7-liter Hemi V8, and the power-mad can have a 485-hp 6.4-liter or the Hellcat's 707-hp supercharged V8. An eight-speed automatic is standard, and all-wheel drive is optional on some versions. Also new is forward-collision warning, which can slow or bring the vehicle to a full stop when a frontal collision appears imminent. The well-designed Uconnect touch screen infotainment system is optional. You can also subscribe to on-demand Wi-Fi, creating a rolling hot spot.



Reliability: NA Satisfaction: NA MPG: 27

Price: \$16,495-\$23,095 Ratings pg. 69

Dodge Dart

Dodge's compact Dart sedan was updated for 2014 but still falls short. Strong points include taut, agile handling and a composed ride. In addition to that, the front cabin is quite spacious and the optional Uconnect touch screen is one of the better infotainment systems available. Updates include improvements to the interior and seats, but the rear remains cramped. The primary powertrain is a 2.4-liter four-cylinder and smooth six-speed automatic. Though it lacks refinement, this engine is a better choice than the sluggish base 2.0-liter or the thrashy 1.4-liter turbo. Reliability of the 2.0-liter has been average, the 1.4-liter turbo is below average, and reliability for the 2.4-liter is unknown.



Reliability: Satisfaction: MPG: 18

Price: \$30,495-\$43,495 Ratings pg. 76

Dodge Durango

Spacious, quiet, and comfortable, the Durango blends refinement and capability. It shares its platform with the Jeep Grand Cherokee but is longer and adds the benefit of a third-row seat. Handling is responsive for such a large vehicle, and the ride is composed and comfortable. A slick new eight-speed automatic improved performance and fuel economy with both the V6 and V8 engines. The optional Uconnect 8.4-inch infotainment system is one of the best, with intuitive operation. Cargo room is generous, and the Durango can tow 1,000 to 2,000 pounds more than competitors. Limited visibility is a downside, but a rear-view camera is standard on all but the lowest trim lines. Reliability of the Durango has been average recently.



Reliability: Satisfaction: MPG: 17

Price: \$21,395-\$29,995 Ratings pg. 74

Dodge Challenger

The look may appear old school, but the Challenger is a modern, thrilling straight-line barnstormer. But it's too heavy and wide for handling finesse, and the view out is pretty dreadful. Performance packages include a 485-hp, 6.4-liter Hemi V8, and the Hellcat uses a 707-hp, 6.2-liter supercharged V8. Transmission choices are a six-speed manual and a new eight-speed automatic. Base models stick with the 3.6-liter V6, but we prefer the 5.7-liter V8. And 2015 brings new electric power steering, an updated suspension, improved feel for the electronic shifter, and a redesigned interior. Safety tech includes adaptive cruise control, blind-spot monitoring, rear cross-path detection, and forward-collision warning.



Reliability: Satisfaction: MPG: 19

Price: \$26,995-\$58,295 Ratings pg. 73

Dodge Grand Caravan

The Grand Caravan has some positive qualities but still falls short of the best minivans. High points include a comfortable, settled ride and a quiet, well-equipped, and versatile cabin. The second- and third-row seats conveniently fold into the floor to maximize cargo space, but the folding seats are thin and not very supportive. Though the 283-hp V6 is polished and powerful enough, the transmission is a generation behind, and fuel economy is just at 17 mpg overall. Everyday handling is sound but becomes sloppy when the van is pushed to its limits. Reliability has been below average, and the Grand Caravan scored a Poor in the IIHS small-overlap crash test. This van may be discontinued after 2015.

PROFILES

Dodge Journey

Dodge's humdrum midsized SUV seats five, with an optional third row that theoretically increases seating to seven. Although the 3.6-liter V6 delivers strong performance, we were able to muster only a worst-in-class 16 mpg overall from it in our tests. A thrifter but noisier 2.4-liter engine is available on front-wheel-drive versions. Despite its recently updated interior appointments, the Journey remains mediocre overall. It rides fairly well and the cabin stays quiet, but the Journey's lack of agility makes it feel larger than it is. In addition, the transmission is reluctant to downshift and the third-row seat is tiny. Reliability has been well below average.



Reliability: ● Satisfaction: ○ MPG: 16

Price: \$20,295-\$32,795 Ratings pg. 75

Ram 1500

The Ram is the most refined full-sized pickup on the market, yet it's plenty capable of grunt work. Its coil-spring rear suspension helps cushion the ride, and the spacious cab is luxury-car quiet. Our Big Horn Crew Cab, with its smooth 5.7-liter V8, averaged 15 mpg. The base 3.6-liter V6 is no weakling, but it tows less. Unique among half-ton trucks, the torquey 3.0-liter diesel V6 version is expensive but delivers effortless thrust and returns a class-leading 20 mpg overall. All engines are now mated to a slick eight-speed automatic. Rear-seat room is generous, and the Uconnect 8.4-inch touch screen infotainment system is easy to use. Reliability has dropped to below average with the gas engines; diesel reliability is still unknown.



Reliability: ● Satisfaction: ○ MPG: 15-20

Price: \$25,410-\$50,380 Ratings pg. 77

Fiat 500L

Built on a different platform from the cute little 500, the two-foot longer 500L looks good on paper but is let down by a jerky "dual clutch" automatic, a stiff ride, flat seats, and odd driving position. Around town, the 500L feels sluggish and hesitant. Choosing the new conventional automatic eliminates that problem. This quasi-SUV responds eagerly in turns and handles securely at its limits. But the driving position is odd, with a buslike steering-wheel rake and windshield pillars that hamper the view. We like the 500L's easy access, commodious interior, and spacious backseat. A tiny 5-inch screen is used for the simple UConnect system. The 500L scored a Poor in the IIHS small-overlap crash test. First-year reliability has been well below average.



Reliability: ● Satisfaction: ○ MPG: 27

Price: \$19,195-\$24,495 Ratings pg. 69

Fiat 500X

The 500X joins the ever-growing niche of sub-compact crossovers, competing with vehicles such as the Mini Countryman, Nissan Juke, and Chevrolet Trax. Made in Italy, the 500X is aimed at the fashion-conscious, with highly stylized seats, switches, buttons, and knobs, and soft-touch surfaces here and there. A round-shouldered, four-door hatchback, this is the first Fiat to offer all-wheel drive and shares the same platform as the new Jeep Renegade. Both models offer two four-cylinder engines: the 160-hp, 1.4-liter turbo found in the 500L, paired with a six-speed manual; and the 180-hp, 2.4-liter used by the Dodge Dart, mated to Chrysler's nine-speed automatic. Available safety gear includes blind-spot and lane-departure warning systems.



Reliability: New Satisfaction: New MPG: -

Price: \$20,000-\$30,000 Ratings pg. -

Fiat

Fiat is an enormous Italian company with operations worldwide, and the tie-up with Chrysler created the world's seventh-largest automaker. The Fiat brand was reintroduced here in 2011 with the diminutive, retro-styled Fiat 500. Despite attractive looks and a fun driving experience, various crudities limit its appeal and reliability has been dismal. The larger 500L, a small but spacious wagon, arrived in 2013. It proved unimpressive in our evaluations and garnered the lowest score of any new car in our latest reliability survey. The 500 and 500L also scored poorly in an important IIHS crash test. A subcompact crossover, the 500X, which shares its platform with the Italian-made Jeep Renegade, joins the lineup in spring 2015.

Fiat 500

The 500's agile handling and crisp-shifting five-speed manual make it fun to drive. The nonturbo engine and manual gearbox returned 33 mpg overall, but you need to downshift frequently to keep up with traffic. A 135-hp turbo improves the experience, but the ride is choppy and the cabin noisy. Head room up front is good, but some will find the steering wheel too far away. The rear seats are very tight and difficult to access. The convertible has a clever top. The high-performance Abarth is quick, grips well, and has a bellowing, sporty exhaust note. At the same time, the 500e electric version is enjoyable for its silence and fuel economy. Reliability has been well below average. The 500 also scored poorly in the IIHS small-overlap crash test.



Reliability: ● Satisfaction: ○ MPG: 28-34

Price: \$16,645-\$31,800 Ratings pgs. 68, 73

Ford C-Max

Based on the Focus compact car, the five-passenger C-Max hybrid is a clever, quiet, spacious, and practical hatchback. It rides well and handles with agility. Regenerative braking helps with fuel economy but makes the brake pedal feel touchy. The 2.0-liter four-cylinder and electric motor deliver adequate acceleration and seamless transitions between gas and electric power, and the C-Max can run in electric mode up to about 40 mph. To conserve fuel, the engine shuts down when coasting. We measured an excellent 37 mpg overall. The Energi plug-in can travel in electric-only mode for about 18 miles before reverting to hybrid operation. It takes 6 hours to charge on 120-volt and 2½ on 240-volt. Reliability is below average.



Reliability: ● Satisfaction: ○ MPG: 37-47

Price: \$24,170-\$31,770 Ratings pgs. 67, 68

PROFILES

Ford Edge

The second-generation Edge is based on a platform shared with the commendable current-generation Fusion sedan. Ford promises more refinement, better fuel economy, and more advanced technology. Three engines will be offered: the standard 2.0-liter EcoBoost four-cylinder, traditional 3.5-liter V6, and a 2.7-liter EcoBoost V6. All three will be teamed with a six-speed automatic transmission. Auto start/stop will be available to help improve fuel economy, and select models will benefit from active grille shutters to aid aerodynamics. Other available technology includes blind-spot monitors; forward and backup cameras; cross-traffic alert; active park assist; and forward, side, and reverse parking sensors. It will be available this spring.



Reliability: New Satisfaction: New MPG: -

Price: \$28,100-\$40,095 Ratings pg. -

Ford Escape

Ford's small SUV has a solid feel and drives very well, with agile and sporty handling and a composed ride. The cabin is very quiet for the class, but many of the controls are needlessly complicated, especially if you get the optional MyFord Touch system. The driver's footwell is a bit narrow, and the base-level cloth seats provide just mediocre support and comfort. The optional leather seats are better shaped. The rest of the interior is roomy enough. Most models have a 1.6-liter turbo four-cylinder; uplevel models use a stronger and quieter 2.0-liter turbo. Both got 22 mpg overall in our tests. A rear-view camera is standard. Reliability has been below average.



Reliability: ● Satisfaction: ○ MPG: 22

Price: \$23,450-\$31,485 Ratings pg. 74

Ford Expedition

The big news about this big SUV is that the 3.5-liter EcoBoost V6 engine has made its way under the hood with a 2015 freshening. The V6 pulls a double win, delivering more power and better fuel economy than the old V8 it replaces. Paired with the standard six-speed automatic transmission, ours returned 14 mpg overall in testing—a 1-mpg improvement. The V6 also has plenty of torque for trailer towing. New features include Sync with MyFord Touch, push-button start, and blind-spot monitoring. Regular- and long-wheelbase versions are available, as well as eight-passenger seating. And that's where the fun stops. Handling is clumsy, and the aging Expedition still trails all others in the category with its noisy, cheap-feeling interior.



Reliability: New Satisfaction: ○ MPG: 14

Price: \$43,390-\$63,640 Ratings pg. 76

Ford Explorer

A midsized SUV with a usable third-row seat, the Explorer is a bit of an also-ran in the category. The standard 3.5-liter V6 is punchy enough, though a bit rough. The ride is steady and absorbent, but handling is not particularly agile. The interior is quiet and well-finished, but the problematic MyFord Touch control interface is a big drawback. A freshened 2016 Explorer arrives in July, with minor styling updates, more electronic safety features, and an updated control interface. A new 2.3-liter EcoBoost four-cylinder turbo from the Mustang will be optional, but it gets a 30-hp bump in the Explorer, up to 270. The new engine will also be available with all-wheel drive.



Reliability: ○ Satisfaction: ○ MPG: 18

Price: \$30,700-\$43,100 Ratings pg. 75

Ford F-150

Redesigned for 2015, Ford's big-selling pickup truck has moved to an all-aluminum body, which saves about 700 pounds for improved fuel economy and greater towing capacity. Other notable features include a 360-degree-view camera, LED headlights, a remote tailgate release, and integrated loading ramps. New safety offerings include lane-departure warning, adaptive cruise control, and blind-spot detection. Powertrain choices include a 3.5-liter V6, 2.7 or 3.5-liter turbocharged V6 engines, and a 5.0-liter V8. All are paired with a six-speed automatic. Our F-150 with the 3.5-liter V6 delivers abundant power, and even the 2.7-liter is no slouch. The cabin is very quiet, but the ride is a bit jittery.



Reliability: New Satisfaction: ○ MPG: -

Price: \$25,420-\$54,680 Ratings pg. -

Ford Fiesta

The Fiesta subcompact has agile handling and a supple, controlled ride. Interior fit and finish and equipment levels are among the best of the class, with soft-touch dash materials and a relatively quiet cabin. But the rear seat is very cramped, and the optional MyFord Touch system is difficult to use. Powered by a 120-hp, 1.6-liter engine matched with a five-speed manual transmission, our tested Fiesta delivered excellent fuel economy but felt sluggish. A six-speed automated manual is also available and is similarly frugal with fuel. Other choices include a 1.0-liter, three-cylinder turbo, which is available only with a manual transmission. And the sporty, super-agile Fiesta ST is truly fun to drive. Reliability of the nonturbo Fiesta has been well below average; the turbos are unknown.



Reliability: ● Satisfaction: ○ MPG: 29-35

Price: \$14,455-\$21,435 Ratings pgs. 67, 73

Ford Flex

The big and boxy Flex combines SUV-like versatility with carlike driving dynamics. The interior is vast and versatile, with room for up to seven passengers in three rows. And its shipping-carton shape works well for cargo. Rear visibility is hampered by big head restraints, and the MyFord Touch control interface is complicated and distracting. Handling is not particularly agile, but the ride is comfortable and the cabin remains quiet. The base 3.5-liter V6 has been updated with more power and gets 18 mpg overall. Choosing the optional turbocharged V6 gives you quicker acceleration at a cost of just 1 mpg overall. Reliability of the turbocharged V6 is well below average, but reliability with the nonturbo V6 has been average.



Reliability: ○ Satisfaction: ○ MPG: 18

Price: \$29,100-\$42,400 Ratings pg. 76

Ford Focus

For 2015 the Focus has received a midcycle freshening that includes a new grill. Available as a sedan, a hatchback, and an electric version, the Focus is among the better compacts. It's fun to drive, thanks to its agile handling and steady ride. The cabin is quiet, with rich-feeling materials. An available 123-hp, 1.0-liter three-cylinder turbo, shared with the smaller Fiesta, is new, paired with a six-speed manual. We tested a Fiesta with the three cylinder and a five-speed manual, and found it got excellent fuel economy but required frequent shifting to keep the engine in its narrow power band. A rear-view camera is now standard. Reliability has been below average.



Reliability: ● Satisfaction: ○ MPG: 25-107 (MPGe)

Price: \$17,170-\$24,370 Ratings pgs. 67, 68, 69, 73

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Ford Fusion

The Fusion is a delight to drive, with a supple ride and agile handling rivaling that of a European sports sedan. All trim levels and powertrains feel solid and upscale, with a well-finished and quiet cabin and comfortable seats. But the rear seat is somewhat snug, and the MyFord Touch interface is an annoyance. Most Fusions get either a 1.5- or 2.0-liter turbocharged four-cylinder matched with a six-speed automatic. The 1.5-liter does the job, but the 2.0-liter packs more punch and better suits the car. We recorded 24 and 22 mpg overall, respectively, which is among the lower performers in the category. The Hybrid turned in an excellent 39 mpg overall. Reliability has been average or better for all versions.



Reliability: Satisfaction: MPG: 22-39

Price: \$22,500-\$36,630 Ratings pg. 70

Ford Mustang

In redesigning the Mustang, Ford pays homage to its roots in a thoroughly modern package that features an independent rear suspension. Base models use a 300-hp, 3.7-liter V6, but the big news is the 310-hp, 2.3-liter turbo four-cylinder that delivers some punch but sounds raspy. And the GT returns with a 5.0-liter V8, good for 435 hp. We found the slick six-speed manual particularly satisfying, and the automatic works well. Fastback and convertible body styles are available. Handling is agile and balanced, and the ride is firm yet tied down. New features include keyless entry, push-button start, and the Sync infotainment system. In addition to fun, technology brings blind-spot detection with cross-traffic alert and active cruise control.



Reliability: New Satisfaction: New MPG: -

Price: \$23,600-\$41,600 Ratings pg. -

Ford Taurus

The Taurus puts styling ahead of interior comfort and driver visibility, and the convoluted MyFord Touch control system doesn't help matters. Fuel economy from the 3.5-liter V6 is 21 mpg. The six-speed automatic can be slow to shift and is not very smooth. All-wheel drive is offered on the V6. A more fuel-efficient turbo four-cylinder is available. Otherwise, the Taurus is quiet, rides comfortably, and has lots of features. Handling is responsive but not sporty, and the turning circle is wide. The SHO, with standard all-wheel drive, is quick but not that engaging to drive. A rear-view camera is standard for 2015. Reliability of the Taurus has improved to average, but its test score is the lowest among current large sedans that we've tested.



Reliability: Satisfaction: MPG: 21

Price: \$27,055-\$40,220 Ratings pg. 71

Ford Transit Connect

This derivative of the Focus is no minivan substitute, even though it can seat five or seven. With its boxy shape and very tall roof you'd be challenged to find more passenger space for the money. The steady ride and agile handling is where the positives end, though. It remains a commercial vehicle at heart, with a lackluster four-cylinder, low-rent interior, cumbersome folding seats, and a skimpy level of standard features. Unlike a minivan, you don't get power doors or a rear-seat entertainment system, and even Bluetooth connectivity costs extra. The base four-cylinder managed only 21 mpg overall, and we see little indication that the uplevel 1.6-liter turbo-four would do much better.



Reliability: NA Satisfaction: NA MPG: 21

Price: \$22,330-\$40,965 Ratings pg. 74

GMC

GMC's models are twins to Chevrolet's SUVs and trucks but are marketed as more upscale, work-ready versions of the more common Chevrolets. In addition, they all offer an even higher-end, more luxury-laden Denali trim level. In most cases that means the similar Chevrolet truck can be a better bargain. Despite their "professional grade" ad slogans and some styling differences, the GMCS don't really stand out from their Chevrolet siblings. For example, you can get the Magnetic Ride Control suspension on the Suburban with Chevrolet's LTZ trim. But you must go all the way up to the more expensive Denali trim to get that feature on a Yukon XL.



Reliability: Satisfaction: MPG: 16

Price: \$33,975-\$49,690 Ratings pg. 76

GMC Acadia

Though it's starting to feel a little dated, the Acadia is still competitive among three-row SUVs. Like its twins, the Chevrolet Traverse and Buick Enclave, it has a spacious and quiet interior, with a third-row seat that's roomy enough for adults. Seating for eight is available. Handling is relatively agile and secure, with responsive steering, and the ride is comfortable and steady. Its 3.6-liter V6 is smooth and refined, but it has to work hard and it gets mediocre gas mileage. Upgraded touch-screen infotainment systems bring more capability. Rear visibility isn't great, but clever extra mirrors reduce side blind spots. Denali versions have more features but no better functionality or performance. Reliability has been average.



Reliability: New Satisfaction: New MPG: -

Price: \$20,955-\$37,250 Ratings pg. -

GMC Canyon

GM's small pickups, the GMC Canyon and its twin, the Chevrolet Colorado, aren't so small anymore. A little shorter but a lot narrower than the full-sized Sierra, the Canyon comes with big-truck features, such as a spring-loaded tailgate, and big-truck capability. Buyers can choose a 200-hp, 2.5-liter four-cylinder or GM's 305-hp, 3.6-liter V6, both backed by a standard six-speed automatic transmission, with either rear or four-wheel drive. V6 versions feature a tow-haul mode. A four-cylinder diesel is expected in the fall. Inside are the latest connectivity systems, including GMC's IntelliLink Bluetooth audio system. These are the first small trucks to offer forward-collision and lane-departure warnings, and a backup camera is standard.



Reliability: Satisfaction: MPG: 16

Price: \$26,605-\$52,455 Ratings pg. 77

GMC Sierra 1500

With its redesign the Sierra (and similar Chevrolet Silverado) are among our top-scoring pickups. Handling is relatively responsive and the spacious cabin is as quiet as a luxury car. Benefits include easy cabin access, simple controls, and generous towing and payload capacities. Fuel economy with the 5.3-liter V8 crew cab we tested was an exceptional 16 mpg overall, but the truck feels a bit sluggish in everyday driving. Other engines are a 4.3-liter V6 and powerful 6.2-liter V8, which gets an eight-speed automatic for 2015. Its few shortcomings include a jittery ride, and front seats that aren't as supportive as those in some competitors. First-year reliability of the redesign has been much below average.

PROFILES

GMC Terrain

The Terrain and its Chevrolet Equinox twin straddle the small- and midsized-SUV categories. The Terrain has a taut yet supple and controlled ride, with responsive and secure handling. Both the 3.6-liter V6 and the more fuel-efficient four-cylinder engine feel sluggish and have to work hard. The reluctant transmission blunts the performance of the V6, yet its gas mileage is mediocre. Interior components look snazzy but feel cheap. Visibility to the side and rear is limited. At least the rear seat is roomy. High-trim models bring beneficial forward-collision and lane-departure warning safety systems but lack common features such as a dual-zone climate system. Reliability has been above average, but the Terrain scores too low to be recommended.



Reliability: Satisfaction: MPG: 18-21

Price: \$26,560-\$37,240 Ratings pg. 75

GMC Yukon/ Yukon XL

For 2015, the redesigned Yukon and Yukon XL got a more luxurious interior, power folding second- and third-row seats, and available blind-spot monitoring and cross-traffic alerts. Beyond that, fuel economy from the 5.3-liter V8 and six-speed automatic improves to a whopping 16 mpg, but that combination doesn't feel particularly energetic. The Magnetic Ride Control suspension on the Denali improves ride comfort and handling response. The 6.2-liter engine is a meaningful upgrade but can't make this big barge quick. With proper equipment the towing capacity is 8,500 pounds, which is about the only advantage it has over a car-based SUV. Reliability of the redesigned Yukon has been average, and the Yukon XL is unknown.



Reliability: New Satisfaction: MPG: 16

Price: \$46,690-\$69,470 Ratings pg. 76

Honda Civic

Honda's widely sold compact is relatively roomy and reliable, but there are more enjoyable competitors that are quieter and feel more substantial. Rear seating is fairly spacious for this class. The EX version adds automatic climate control but also includes a confusing touch-screen audio system. The 143-hp, 1.8-liter four-cylinder revs smoothly and is mated to a largely unobtrusive CVT. We recorded 30 mpg overall and 32 mpg in the HF version. The Hybrid returned an excellent 40 mpg overall. The sporty Si coupe and sedan uses a powerful 201-hp, 2.4-liter four-cylinder engine that revs easily, sounds invigorating, and delivers a commendable 29 mpg overall with the six-speed manual. All versions come with a standard backup camera.



Reliability: Satisfaction: MPG: 29-40

Price: \$18,290-\$27,435 Ratings pgs. 69, 73

Honda Crosstour

With seating for five, a raised ride height, and optional AWD, the Crosstour wagon/SUV is based on the previous-generation Accord. We like the high seating position, the spacious cabin with its comfortable seats, and the smooth powertrain. The 3.5-liter V6 and six-speed automatic returned 21 mpg overall in our testing. But we're not fans of the convoluted control interface. The styling impedes the view to the rear and hurts cargo space. Handling is clumsy, steering is vague, and the turning circle is wide. All of this resulted in the Crosstour scoring too low to be recommended. A 2.4-liter four-cylinder is available on FWD versions.



Reliability: Satisfaction: MPG: 21

Price: \$27,530-\$37,390 Ratings pg. 74

Honda

Honda builds an almost full line of models, from a subcompact to an eight-passenger SUV. They typically offer competitive fuel economy, very good reliability, and good resale value. The driving experience of most models is responsive and secure though not very exciting. Ride comfort and noise isolation are not Honda strong suits. The roomy and capable Accord four-cylinder and Odyssey minivan are standouts, and the Odyssey is on our list of Top Picks. Recent Hondas have been burdened with optional touch-screen audio systems that are frustrating and distracting to use, and have cost them in our Ratings. Honda has recently begun to use CVTs in its higher-volume models, which has helped fuel economy but has taken away the traditional fun-to-drive character.



Reliability: Satisfaction: MPG: 26-40

Price: \$22,105-\$35,055 Ratings pgs. 69, 70

Honda Accord

There's nothing basic about the four-cylinder Accord. It's well-equipped and competitively priced, and it performs well, making it one of our top-rated family sedans. It handles responsively, though the ride can be choppy. It has a roomy and well-finished interior, and gets a wallet-saving 30 mpg overall with its unobtrusive CVT. The 3.5-liter V6 is lively and refined, and gets a very good 26 mpg overall. But the infotainment system on high-end versions is unintuitive. The Hybrid gets 40 mpg overall and operates smoothly, but it doesn't ride or handle as well as other Accords and it sacrifices a lot of trunk space. A Plug-in version is available in some states and has a claimed electric range of 13 miles. Reliability has been average or better for all versions recently.

Honda CR-V

The CR-V is one of the roomiest, most functional, and most well-equipped small SUVs. A 2015 freshening brought a new 185-hp, 2.4-liter four-cylinder engine and CVT, along with improved fuel economy. Also new are assorted active safety features, a top Touring trim with added equipment, and a distracting and difficult to use infotainment system on all but base versions. Handling is more responsive and secure, but the ride quality took a step backward, with bumps coming through in a more pronounced way. The interior is somewhat quieter than before. The rear seats are roomy, and folding them is a breeze. Small rear windows hurt the view out back, but the standard rear-view camera helps.



Reliability: Satisfaction: MPG: 24

Price: \$23,320-\$32,770 Ratings pg. 75

Honda Fit

The Honda Fit is a subcompact hatchback with versatility similar to a small SUV, thanks to its efficient shape and clever multiconfigurable seating. Redesigned for 2015, the Fit gets a new CVT and great fuel economy at 33 mpg overall. Opting for the EX trim brings features unusual for the class, such as a sunroof, heated leather seats, and a backup camera. The Fit is still loud, and the ride is stiff, but handling is quite responsive. The button-free radio on higher-trim levels is a constant aggravation, and the seats and driving position aren't very comfortable. Early 2015 Fits didn't do well in the IIHS narrow-offset crash test but can be retrofitted with an effective later fix. We can't yet predict reliability for the new Fit.



Reliability: New Satisfaction: New MPG: 33

Price: \$15,650-\$20,925 Ratings pg. 67

PROFILES

Honda HR-V

Based on the Honda Fit subcompact, the entry-level HR-V gets a similar versatile rear seat that flips up or folds down flat to accommodate cargo. It is considerably smaller and less expensive than the CR-V. Power comes from a 138-hp, 1.8-liter four-cylinder engine, driving either the front or all four wheels. Most models will get the CVT, but front-wheel-drive models can be had with a six-speed manual. The cabin features a spacious and well-finished five-passenger interior, with cargo room rivaling some midsized SUVs. Available premium features include heated leather seats, a sunroof, and keyless entry. A rearview camera is standard.



Reliability: Satisfaction: MPG: -

Price: \$19,000-\$24,000E Ratings pg. -

Honda Odyssey

This versatile and capable hauler combines clever and generous packaging with responsive handling and a supple ride. Its vigorous 3.5-liter V6 and smooth six-speed automatic returned an excellent 21 mpg overall in our tests. The Odyssey can seat eight with ease, with varying configurations for cargo and passenger needs. Easy access, excellent child-seat accommodations, and abundant cabin storage add to the family-friendly quotient. Among our few gripes is the tediously complicated dual touch-screen infotainment system. In addition, fit and finish and some material selection are not what one would expect at this price, and AWD isn't available.



Reliability: Satisfaction: MPG: 21

Price: \$28,970-\$44,600 Ratings pg. 74

Honda Pilot

The Pilot is very functional and has seating for eight, but it is showing its age. Acceleration from the smooth and refined six-cylinder engine and five-speed automatic is not that quick. In our tests we got 18 mpg overall, which isn't stellar. The ride is supple and controlled, but road noise is elevated. Handling is sound, but it doesn't shine at its limits, and braking is not terrific. The interior is not well-finished, bordering on cheap, and some controls use small, similar-looking buttons. The second- and third-row seats fold into the floor to expand cargo room. A rear-view camera is standard. We can no longer recommend the Pilot because it scored a Poor in the IIHS small-overlap crash test. A redesign arrives this summer.



Reliability: Satisfaction: MPG: 18

Price: \$29,870-\$41,620 Ratings pg. 75

Hyundai

Hyundai has left its bargain-basement image well in the rear-view mirror. The styling and fit-and-finish of many of its vehicles are on the rise, yet they remain the more affordable choices in their respective segment. The Equus ultraluxury sedan and Genesis luxury sedan undercut their competition by tens of thousands of dollars, and the Santa Fe SUVs and Sonata sedan are strong competitors. But there are models that don't stand out from the pack, and reliability has been just average across the board. Models such as the Genesis Coupe and Veloster have below-average reliability, and the Accent scored poorly in the IIHS narrow-offset crash test. Hyundai's rapid improvements from one generation to the next are apparent in every model that we test.

Hyundai Accent

The entry-level Accent subcompact is available as a basic yet sensible sedan or hatchback. The sedan with the very smooth and responsive automatic attained 31 mpg overall, and we got 32 mpg for the stick-shift Sport hatchback in our tests. Though the front cabin is roomy enough, the cramped rear seat is on par for this class. Handling is fairly responsive, but the ride is rather jittery. Noise levels are elevated but not offensive. Standard safety gear includes six air bags and active front head restraints. The controls are straightforward. Reliability has been average, but we can no longer recommend the Accent because it scored a Poor in the IIHS small-overlap crash test.



Reliability: Satisfaction: MPG: 31-32

Price: \$14,745-\$17,495 Ratings pg. 67

Hyundai Azera

If you want a refined sedan with a detailed, well-finished, and quiet interior, consider the Azera. Its smooth 3.3-liter V6 and six-speed automatic provide strong performance and return a good 23 mpg overall. But the ride is too stiff for a large sedan and feels busy, even on the highway. Handling lacks agility, and the steering feels artificial. The cabin is spacious, with comfortable front seats, a roomy rear, and generous luxury touches throughout. The 2015 model gets various interior and exterior updates, as well as available blind-spot detection, rear cross-traffic alert, and forward-collision and lane-departure warning. Reliability has been above average.



Reliability: Satisfaction: MPG: 23

Price: \$34,000-\$38,200 Ratings pg. 71

Hyundai Elantra

The Elantra sedan combines nimble and secure handling with a fairly comfortable ride. The 1.8-liter four-cylinder and six-speed automatic deliver solid performance and a very good 29 mpg overall. Some versions get a more powerful 2.0-liter four-cylinder. The car is well-equipped for the price, the controls and features are logically laid out, and rear-seat room is fine for two adults. Our major gripe is the pronounced road and engine noise. The GT hatchback has more adventurous styling and is competent enough but not a standout. Fuel economy of 27 mpg overall is nothing special, and the hatchback suffers from a loud cabin and stiff ride. Reliability has been above average.



Reliability: Satisfaction: MPG: 27-29

Price: \$21,600-\$22,600 Ratings pg. 69

Hyundai Equus

Hyundai's flagship competes with the largest luxury sedans but costs a good deal less. The Equus does a commendable job at absorbing and hiding all but the most severe impacts, but body motions can be a bit buoyant and give the car a busy feeling on some surfaces. Handling can best be described as ponderous, with a lot of body lean and steering that lacks any feedback. The standard V8 has smooth and refined power delivery, and the eight-speed automatic does its job with little notice. The interior is spacious and well-finished, but some controls are complex. Overall, the Equus doesn't quite measure up to the established luxury brands. Available features include adaptive cruise control and a lane-departure warning system.



Reliability: Satisfaction: MPG: 19

Price: \$61,500-\$68,750 Ratings pg. 72

PROFILES

Hyundai Genesis

For about \$10,000 less than competing luxury cars, the Hyundai Genesis delivers just about every feature buyers could imagine, minus the fancy nameplate. Offered as a smooth and refined V6 with all-wheel drive or a potent rear-wheel-drive-only V8, the Genesis has responsive handling and a comfortable ride, though neither can match its German competitors. Controls are refreshingly simple for a luxury car at this level. Rear-seat passengers are coddled in thick leather with seat heaters, and space is plentiful. High-end models come with lane-departure warning, automatic braking, cross-traffic alert, and blind-spot monitoring. Fuel economy is a competitive 20 mpg for the all-wheel drive.



Reliability: ● Satisfaction: ● MPG: 20

Price: \$38,000-\$51,500 Ratings pg. 72

Hyundai Genesis Coupe

The Genesis Coupe has always shown flashes of potential, but several flaws continue to hold it back. The 3.8-liter V6 engine is powerful and sounds great; the noisy turbocharged four-cylinder has been dropped. The Coupe is sporty and agile, and the communicative and direct steering makes it fun to drive. But the car is let down by its imprecise, clunky manual shifter and very stiff, unsettled ride. Front-seat occupants will find plenty of room, but as in most coupes, the rear seat is very cramped. A backup camera is now available. Reliability has been below average, and the Coupe's low owner satisfaction score in our survey is also noteworthy.



Reliability: ● Satisfaction: ● MPG: 23

Price: \$26,750-\$34,600 Ratings pg. 73

Hyundai Santa Fe

Hyundai's three-row, midsized SUV is a roomy and comfortable vehicle built for family duty. The long-wheelbase Santa Fe has a 3.3-liter V6 mated to a smooth and responsive six-speed automatic, a combination that attained 20 mpg overall in our tests. Handling is sound and utterly secure, but nobody will call it sporty. Another plus is the settled, compliant ride that blunts pavement imperfections and lets the SUV sail smoothly on the highway. The well-finished cabin brings a lot of features for the money. Rear visibility is severely hampered; a backup camera is now standard. Access is easy to the front and rear but more difficult to the cramped third row. Reliability has been average.



Reliability: ○ Satisfaction: ● MPG: 20

Price: \$30,150-\$36,000 Ratings pg. 75

Hyundai Santa Fe Sport

This five-passenger version of Hyundai's midsized SUV is also roomy and comfortable. Like its big brother, the Sport rides well and has a quiet interior. Power comes from a responsive 190-hp, 2.4-liter four-cylinder mated to a smooth and responsive six-speed automatic. We got a very good 23 mpg overall with this drivetrain. A 2.0-liter turbocharged four-cylinder is also available. Handling is sound but not exceptional, and the steering feels numb. The well-finished cabin is packed with a lot of standard features. Thankfully, the price of the optional backup camera has come down, because rear visibility leaves a lot to be desired. Reliability of the nonturbo version has been average, but the turbo is below average.



Reliability: ○ Satisfaction: ○ MPG: 23

Price: \$24,950-\$33,000 Ratings pg. 75

Hyundai Sonata

The Sonata is a competitive but ho-hum family sedan with a quiet cabin, a comfortable ride, and good rear-seat room and access. Handling is sound and responsive enough. But the SE we tested had lackluster tire grip, affecting braking and emergency handling. Most Sonatas have a 2.4-liter four-cylinder, which returned 28 mpg overall in our tests, with a 2.0-liter turbo four-cylinder optional. Both engines are mated to a six-speed automatic. The Eco model features a 1.6-liter turbo four-cylinder paired with a seven-speed dual-clutch transmission. Controls are easy to reach and simple to use. Available safety features include forward-collision mitigation, lane-departure warning, and blind-spot detection. A hybrid version comes in June.



Reliability: New Satisfaction: New MPG: 28

Price: \$21,150-\$33,525 Ratings pg. 70

Hyundai Tucson

The Tucson is a worthy but unexceptional small SUV that's available in front- and all-wheel drive versions. Its raspy 2.4-liter, four-cylinder engine returns a decent 22 mpg overall, and the six-speed automatic is smooth and responsive. Handling is secure but uninspiring. The ride is stiff, and road noise is pronounced, which makes the Tucson feel insubstantial, particularly when compared with newer competitors. The cabin is fairly spacious, with easy-to-use controls and up-to-date connectivity. The front seats are supportive, but the rear seat is low and lacks thigh support. A rear-view camera is a must, but it isn't standard. Styling also inhibits the view to the rear and robs cargo space.



Reliability: ● Satisfaction: ● MPG: 22

Price: \$21,650-\$27,950 Ratings pg. 75

Hyundai Veloster

The sporty Veloster hatchback has three doors, with the right-side rear one providing access to the tight rear seat. Based on the small Accent, the Veloster's 138-hp, 1.6-liter four-cylinder delivers adequate power, and the precise six-speed manual has low-effort throws. A dual-clutch, six-speed automated manual is optional. We got 31 mpg overall from a version with the manual transmission. Moving up to the Turbo gets you a strong 201-hp turbo-four and an available six-speed automatic. Handling is responsive and secure. The ride is quite stiff, but it isn't punishing. Rear visibility through the split back window is merely adequate at best. Reliability has been below average.



Reliability: ● Satisfaction: ● MPG: 31

Price: \$18,000-\$23,600 Ratings pg. 68

Infiniti

Nissan's luxury Infiniti division always has promise but rarely hits a home run. Fit and finish is usually very good, and the powertrains are first-rate, but for a few years now most Infiniti vehicles haven't impressed us overall, and reliability has never been up to Lexus standards. One exception was the midsized G37 sports sedan, which was once a Top Pick. Its replacement, the Q50, has been unimpressive. Infiniti's flagship Q70 sedan, formerly the M, remains a very good car, with proven above-average reliability, in contrast to the smaller Q50, whose debut year was a disaster. Infiniti's current alpha-numeric naming convention seems designed to confuse. Sedans all use a Q prefix; SUVs use a QX.

PROFILES

Infiniti Q50

Though the Q50 is quick, an underwhelming driving experience blots out any luxury-sports-sedan pretensions. On the luxury front, fit and finish, ride comfort, and noise isolation aren't up to scratch. Handling is lackluster, mostly because of the dull steering feel. Ride comfort is unsettled and not helped by the stiff-walled run-flat tires. The powertrain, though punchy, isn't a model of refinement, and fuel economy is among the worst of its peers. The cabin is quite roomy, and the rear seat is hospitable, but the front seat has a short cushion. Even more frustrating is the agonizingly slow-responding touch-screen interface. First-year reliability has been much below average, and it received a low owner-satisfaction score in our survey.



Reliability: ● Satisfaction: ○ MPG: 21

Price: \$37,150-\$48,600 Ratings pg. 71

Infiniti Q70

The Q70 sedan is very quick, with a lively 330-hp, 3.7-liter V6 and a smooth seven-speed automatic that returned 21 mpg overall in our tests. A V8 and a V6 hybrid are also available. But the transition between electric and gas mode in the hybrid is too abrupt. Handling is quite agile, with communicative steering. The firm ride is compliant but trails the competition in terms of plushness. The car is relatively quiet, with some engine noise at high revs. Interior quality is top notch, and the rear seat is roomy, although the cabin ambience is austere. Conventional controls are easy to use. An optional blind-spot intervention system can keep the car in its lane by selectively using the brakes. An extended-length L version with a roomier rear seat is new.



Reliability: ○ Satisfaction: ○ MPG: 21-25

Price: \$49,850-\$67,050 Ratings pg. 72

Infiniti QX50

Essentially a wagon version of the old G37 sedan, the QX50 is looking pretty ancient by now. A redesign is in the pipeline, but it isn't imminent. Still, the QX50 has agile handling and a steady, taut ride. The powerful 3.7-liter V6 delivers strong acceleration, but this small pseudo-SUV is very cramped inside.

The rear seat is tight, and the cargo area is tiny. Styling has somewhat compromised the rear visibility. The interior is well-assembled, with upscale, soft-touch materials. Controls are daunting at first, but they're ultimately logical. The optional lane-departure system works with the electronic stability control system to keep the vehicle on course.



Reliability: NA Satisfaction: ○ MPG: -

Price: \$35,000-\$38,600 Ratings pg. -

Infiniti QX60

The QX60 midsized luxury crossover is spacious, quiet, and well-finished, with room for seven but without the bulk of a full-sized SUV. It has a comfortable ride, but handling lacks agility, making the QX feel rather mushy. Its 265-hp, 3.5-liter V6 and continuously variable transmission deliver smooth but just adequate acceleration and returned 19 mpg overall on premium fuel. Towing capacity is low at 3,500 pounds. A family-friendly feature is the ability to gain access to the third row even with a child seat installed in the second row. But that has also resulted in a low second-row seating cushion. A hybrid version with a 2.5-liter supercharged four-cylinder is available. Reliability has dropped to well below average.



Reliability: ● Satisfaction: ○ MPG: 19

Price: \$42,400-\$46,800 Ratings pg. 77

Infiniti QX70

The aging but still worthy QX70 stands out with bold styling, an eager powertrain, and responsive handling. We tested it when it was still called the FX and had the 3.5-liter V6, which got 18 mpg overall. Since then, the engine was upgraded to a 3.7-liter V6. Body roll is well-suppressed, although the QX70 isn't exactly agile, and it rides rather stiffly. The roomy cabin is well-finished and mostly quiet, except for the loud engine. But the curvy styling hurts visibility and robs cargo space. A wide array of optional safety features includes autonomous braking and forward-collision warning. The useful surround-view camera system gives a bird's-eye view while parking.



Reliability: NA Satisfaction: ○ MPG: 18

Price: \$45,850-\$47,300 Ratings pg. 77

Infiniti QX80

A very large SUV, the QX80 has a plush, luxurious, and quiet interior. We liked the steady, supple ride but found this big barge's handling ungainly. The seven-speed automatic transmission and 400-hp, 5.6-liter V8 provide smooth and strong performance, but it chugs premium fuel, and returned just 15 mpg overall. The tall step-up to the cabin makes climbing in or out an ungracious affair. Cargo volume is plentiful, and there's a usable third-row seat. Handling is cumbersome in everyday driving and doesn't shine at its limits. Electronic safety aids include lane-departure and blind-spot warning systems, and a panoramic rear-view camera. Infiniti's Backup Collision Intervention system is optional.



Reliability: ○ Satisfaction: ○ MPG: 15

Price: \$63,250-\$66,350 Ratings pg. 77

Jaguar

Jaguar is one of the storied British luxury and sports car brands, always known for avant garde looks, plush interiors, powerful engines, and generally deplorable reliability in the past. Jaguar, along with Land Rover, was once owned by Ford, but both brands are now owned by Tata, a huge Indian multinational conglomerate. Tata has injected new capital and broadened the line, and seems intent on making Jag a more credible alternative to BMW and Mercedes. Most recent Jaguars have been sleek and low-slung but pay for the styling statement with impeded access; a tight, narrow cockpit; and cramped rear seating. On the plus side, sharp handling puts Jags among the more sporting luxury-car choices.

Jaguar F-Type

Jaguar's F-Type resurrects the brand's sports-car heritage. Both V6 and V8 supercharged engines are offered, ranging from 340 to 575 hp. The eight-speed automatic works well, but the shifter is fussy. For the convertible, Jaguar chose a soft-top design in the interest of folding speed, lighter weight, and trunk space. In initial drives we noted that the body is solid and free of shakes, and open top motoring is free of wind buffeting. The exhaust note is quite brash. The ride is very taut and controlled, and handling is responsive and capable, with communicative steering. The coupe body style can be had in an R version, which features a 550-hp V8. Options for 2016 include all-wheel drive and a manual transmission.



Reliability: NA Satisfaction: NA MPG: -

Price: \$65,000-\$99,000 Ratings pg. -

PROFILES

Jaguar XF

The midsized Jaguar XF may be the sportiest-handling car in its class, with agility and steering feel that surpass the Audi A6 and BMW 5 Series. The ride is compliant and composed but has an underlying firmness. Most versions will have the supercharged 3.0-liter V6 and eight-speed automatic, which combine to deliver smooth, effortless power. The base engine is a four-cylinder; three powerful V8s top the range. Our AWD V6 proved very quick and agile. Low-slung, coupelike styling takes a toll on access and visibility. The cabin is beautifully finished, with a near-bespoke quality, but it is snug, especially in back. The controls are needlessly complicated, made all the worse by a fussy, slow-reacting touch screen.



Reliability: NA Satisfaction: ● MPG: 21

Price: \$50,175-\$99,000 Ratings pg. 72

Jaguar XJ

The capable, luxurious XJ sedan comes in regular- and long-wheelbase form. Powered by its midlevel engine, a refined 470-hp 5.0-liter V8, the big XJ is quiet and very quick, and handles with grace and agility. The ride is supple and steady. The plush interior is crafted with genuine wood trim, copious amounts of leather, and abundant chrome details. But some controls are confusing. The complex touch screen for the climate, audio, and navigation systems responds slowly, and learning your way around it takes some study. Our tested long-wheelbase XJL has a sumptuous backseat, but the low roofline impedes head room and access, and the trunk is small. A supercharged V6 and all-wheel drive are available as well.



Reliability: NA Satisfaction: ● MPG: 19

Price: \$74,200-\$119,000 Ratings pg. 73

Jeep

The Jeep brand has been the very essence of rugged, go-anywhere vehicles for decades. Reliability, fuel economy, comfort, and build quality have often lagged, but the brand has a long history of customer loyalty despite all of that. Nowhere has that been truer than with the iconic Wrangler, a fundamentally archaic car whose owners love it. The big exception has been recent versions of the Grand Cherokee, which is derived from a Mercedes design from when Daimler owned Chrysler. Reliability for most versions has been iffy at best, but the current Grand Cherokee has many good qualities. The much newer Cherokee has some promise, but in its debut year the powertrains proved to be underdeveloped. The subcompact Renegade arrives (from Italy) this spring.



Reliability: ● Satisfaction: ● MPG: 21-22

Price: \$22,995-\$30,595 Ratings pg. 75

Jeep Cherokee

This small SUV could be a contender, but the Dart-based Cherokee is too underdeveloped and unrefined. If you have your heart set on one, get the 3.2-liter V6 in Limited trim. The 2.4-liter four-cylinder is slow and gets lousy fuel economy for the class—just 22 mpg overall. The nine-speed automatic is not all that responsive or refined. Handling is competent but short on agility, and the ride is jittery. The mostly quiet cabin features comfortable rear seats and a state-of-the-art infotainment system. Midtrim Limited versions can be fitted with a variety of high-end equipment. The range-topping Trailhawk is very capable off-road, and the V6's 4,500-pound towing capacity is impressive for this class. First-year reliability has been much below average.

Jeep Compass

In 2014 the Compass received a freshening that replaced the CVT with a six-speed automatic for most versions. But it remains outdated and uncompetitive. Its low-speed ride is composed, and handling is secure but not agile. The sluggish 2.4-liter four-cylinder returned 22 mpg overall. The upright front seats are narrow and are not particularly comfortable, and the cabin is cramped. Controls are straightforward, and the basic interior is austere. The high rear window makes the cabin feel claustrophobic, though, and the styling restricts visibility to the rear. Reliability has dropped to well below average.



Reliability: ● Satisfaction: ● MPG: 22

Price: \$18,995-\$28,195 Ratings pg. 75

Jeep Grand Cherokee

We like driving the midsized Grand Cherokee SUV, with its solid, upscale interior, comfortable seats, and supple, controlled ride. Handling is fairly agile for the class, fit and finish is excellent, and the eight-speed automatic shifts smoothly. The standard 3.6-liter V6 returned so-so fuel economy, though. We liked the well-performing if rather pricey diesel, which racked up 24 mpg overall in our tests. Two V8s, a 5.7-liter and the SRT's 6.4-liter, are optional. The Uconnect infotainment system, with its large, well-labeled touch screen, is one of the easiest-to-use systems we've tested. Appropriately optioned, the Grand Cherokee makes a good tow vehicle or a capable off-roader. Sadly, reliability of all versions has been well below average.



Reliability: ● Satisfaction: ● MPG: 18-24

Price: \$29,995-\$64,595 Ratings pg. 77

Jeep Patriot

Although the small Patriot SUV has a compliant ride and mostly simple controls, little else stands out. Even with its 2014 freshening, which included replacing the CVT with a six-speed automatic for most versions, it's pretty much outdated and outclassed. Handling lacks agility, and the sluggish 2.4-liter four-cylinder returned just 21 mpg overall. Once inside, passengers will notice the narrow cabin, wide center console, low-rent interior, and small windows, which give the car a closed-in feeling. On top of all that, the cargo area is small. Reliability has been average, but the Patriot scores too low for us to recommend it.



Reliability: ○ Satisfaction: ● MPG: 21

Price: \$16,695-\$26,695 Ratings pg. 75

Jeep Renegade

Built in Italy, the Renegade is Jeep's first subcompact SUV. It offers traditional Jeep values such as some off-road ability and open-air driving thanks to its large, removable dual sunroofs. It features two familiar engines: a 1.4-liter turbo four-cylinder and a 2.4-liter four-cylinder. Front-wheel-drive models with the 1.4 can get the optional six-speed manual, but most versions will come with the nine-speed automatic. An off-road-worthy Trailhawk will top the range. Safety features include available forward-collision and lane-departure warning, blind-spot monitoring, rear cross path detection, and a backup camera. Chrysler's excellent Uconnect infotainment system is optional, and standard on higher-trim models.



Reliability: New Satisfaction: New MPG: –

Price: \$17,995-\$25,995 Ratings pg. –

PROFILES

Jeep Wrangler

As an everyday vehicle, the Wrangler trails most SUVs. But few vehicles are better for off-road use. The Wrangler uses Chrysler's 3.6-liter V6 and five-speed automatic, which returned 17 mpg overall in our tests. Though the Wrangler may be better than ever before, the ride still rocks and jiggles constantly, and handling is very clumsy. Wind noise is very loud at highway speeds. Getting in and out is awkward, and the interior is uncomfortable. Off-road performance is legendary, and the Rubicon performs better there than our tested Unlimited Sahara did. IIHS side-crash results for the two-door are poor, and the four-door scored marginal. Reliability has been well below average.



Reliability: ● Satisfaction: ● MPG: 17

Price: \$22,795-\$35,495 Ratings pg. 75

Kia K900

Kia's new flagship is the brand's first rear-drive model and cousin of the Hyundai Equus. It is offered with a smooth and punchy 420-hp V8 or a 3.8-liter V6. The K900 is like a traditional freeway cruiser: more comfortable wafting along in a straight line than carving corners. The base infotainment system uses a 9.2-inch screen, and top trims get a 12-inch display. A central controller manages the menus and selections, but it takes some getting used to. The cabin is very roomy. Safety options include blind-spot and lane-detection systems, rear cross-traffic alert, a wraparound camera, and front-collision warning.



Reliability: New Satisfaction: New MPG: -

Price: \$54,500-\$59,900 Ratings pg. -

Kia

Like its corporate relative Hyundai, Kia delivers competent cars sold for less than the leaders in their respective segments. Over the last several years, Kia's lineup has been thoroughly overhauled, and the result is a portfolio of cars that look exceedingly sharp and are sometimes focused more toward the sporty side of the market than the equivalent Hyundai model. Still, Kia hasn't fully sorted out its suspension tuning. With models such as the K900 and Cadenza, the brand is following Hyundai's push into luxury segments. Those and other models are available with high levels of tech goodies and safety systems. Reliability has recently been a strong suit, ranging from average to well above average, and Kia's powertrain offerings generally deliver respectable acceleration and fuel economy.



Reliability: ○ Satisfaction: ○ MPG: 24-25

Price: \$21,650-\$35,500 Ratings pg. 70

Kia Optima

Kia's version of the previous generation Hyundai Sonata is a good car but falls a bit short of its cousin in ride comfort, braking, and fuel economy. It handles well, but the ride is borderline stiff and road noise is noticeable. The standard 2.4-liter four-cylinder performs well. Top-level trims get a turbo four-cylinder that's economical and powerful, yet it trails competitors' V6 engines in terms of refinement. A hybrid is also available, but we weren't impressed in our tests of the similar Sonata Hybrid. The front seats are comfortable, but the rear seat is low. The styling detracts from rear visibility and access. Reliability has been average.

Kia Cadenza

The Cadenza is a competent and credible competitor among large sedans. There's a lot here for the money, including a luxurious and quiet interior, a roomy backseat, responsive handling, and a comfortable ride. The 293-hp, 3.3-liter V6 engine and standard six-speed automatic combine to make a slick powertrain that delivers a competitive 22 mpg overall. Controls are refreshingly easy to use. A host of electronic safety aids are available, but some of the most useful ones are bundled into expensive options packages. First-year reliability has been well above average.



Reliability: ● Satisfaction: ● MPG: 22

Price: \$34,900-\$43,800 Ratings pg. 70



Reliability: ● Satisfaction: ● MPG: 29-30

Price: \$13,900-\$18,240 Ratings pg. 67

Kia Rio

This corporate cousin of the Hyundai Accent is available as a sedan or hatchback. Power comes from a 138-hp, 1.6-liter four-cylinder mated to a six-speed automatic. Fuel economy of 29 mpg overall with our automatic-equipped hatchback and 30 for the sedan is pretty unimpressive for a subcompact. The Rio feels solid compared with some other subcompacts. Its stiff ride and noisy cabin are typical of the genre and can get annoying during long trips, but they aren't unbearable. Handling is a strong suit, with the car feeling responsive in corners. Higher-trim models offer amenities such as heated seats and a rear-view camera, but they can push up the price steeply. Reliability has been above average.

Kia Forte

Kia's Forte provides generous interior room and a wide assortment of amenities. Our tested base LX sedan got 28 mpg overall with the smooth 1.8-liter four-cylinder and six-speed automatic. Though the ride is absorbent, it tends to feel somewhat buoyant over highway undulations. Handling is very secure but not particularly agile. All EX versions get a stronger 2.0-liter four-cylinder, and the SX coupe and hatch use a 1.6-liter turbo. The spacious interior is quiet for a compact car, and the controls are logically arranged. This car is available with features not usually found in the class, such as front/rear heated and ventilated seats. Kia claims that the 2015 models get better fuel economy with enhanced engines. Reliability has been average.



Reliability: ○ Satisfaction: ● MPG: 28

Price: \$15,890-\$21,890 Ratings pg. 68

Kia Sedona

The Sedona was redesigned for 2015, gaining a more aerodynamic, SUV-like look. It is available in seven- or eight-passenger seating capacities. Under the hood is a smooth and refined 276-hp, 3.3-liter V6 engine matched with a six-speed automatic. The roomy cabin is quiet, but the ride is overly stiff and falls short of the Honda Odyssey's and the Toyota Sienna's. The interior is nicely finished and inviting, with a new front console that provides handy concealed storage. Newly available safety features include forward-collision, blind-spot, and cross-traffic alert systems. Look for the UVO infotainment system to feature downloadable Internet radio and convenience apps, along with vehicle monitoring services for geo-fencing and curfew alert.



Reliability: New Satisfaction: New MPG: -

Price: \$25,900-\$39,700 Ratings pg. -

PROFILES

Kia Sorento

The midsized Sorento gets a redesign with more interior space and an upscale cabin design. It's now closer in size to competitors such as the Toyota Highlander. It still offers a third row, but it's larger and easier to access. Cargo space behind the third row has increased appreciably. A 240-hp, 2.0-liter turbo four-cylinder is new, and the 185-hp, 2.4-liter four-cylinder and the muscular 290-hp, 3.3-liter V6 carry over. All use a six-speed automatic. The cabin is now quieter, and ride comfort has improved markedly. Available safety gear includes adaptive cruise control, forward-collision warning, blind-spot detection, and rear cross-traffic alert, as well as a surround-view monitor.



Reliability: New Satisfaction: ● MPG: –

Price: \$24,900-\$43,100 Ratings pg. –

Kia Soul

The Soul brings more to the table than quirky styling. There's abundant interior space, with the chairlike seats and big windows providing an excellent view out. Though fundamentally a budget hatchback, the Soul can be an SUV alternative, functionality-wise. The driving experience isn't special: The ride is stiff and handling is sound but unexceptional. Power delivery from the 2.0-liter four-cylinder feels just adequate, and its 26 mpg overall is not outstanding. An extensive options list includes heated seats, touch-screen navigation, and a backup camera. An electric version is available in California. First-year reliability of the redesign has been above average.



Reliability: ● Satisfaction: ○ MPG: 26

Price: \$15,100-\$35,700 Ratings pg. 69

Kia Sportage

The Sportage handles nimbly and has a refined powertrain. But it has a stiff ride and pronounced road noise, and acceleration is leisurely. The base 2.4-liter four-cylinder got a decent 22 mpg in our tests. The top-trim SX has a stronger, turbocharged 2.0-liter four-cylinder that gets 21 mpg overall, but it has a stiffer ride because of different suspension tuning and tires. Though the sporty styling may look appealing, it compromises cargo space and impairs the view out, especially to the rear. Cabin appointments are basic but fit together well. Reliability has been above average. The Sportage scored a Poor in the IIHS small-overlap crash test.



Reliability: ● Satisfaction: ● MPG: 21-22

Price: \$21,750-\$29,600 Ratings pg. 75

Land Rover Discovery Sport

The compact Discovery Sport replaces the LR2 for 2015. This more efficient, Evoque-based package will offer seating for five, or seven with its tiny optional third-row. Power comes from a 240-hp, 2.0-liter turbo four-cylinder mated to a nine-speed automatic. Available safety features include lane-departure, blind-spot warning, optional Traffic Sign Recognition, and emergency autonomous braking systems. A surround-view 360-degree camera system is offered, too. The standard all-wheel-drive system coupled with Land Rover's Terrain Response system provides some off-road capability. Despite a base price of \$37,070, typically equipped versions run into the high-\$40,000 range.



Reliability: New Satisfaction: New MPG: –

Price: \$37,070-\$45,570 Ratings pg. –

Land Rover LR4

Compared with the rest of the Land Rover line, the LR4 is looking a bit dated. The ride is supple but can get unsettled. Handling, though ultimately secure, is not a strong suit. The LR4 leans and lumbers when hustled through corners. A 3.0-liter supercharged V6 and eight-speed automatic are standard. The roomy cabin is comfortable, quiet, and luxuriously appointed, but some controls are confusing. The third-row seat is usable by adults, and cargo capacity is generous, but the two-piece tailgate is fussy to use. Off-road capabilities are top-notch, in part because of the height-adjustable suspension and electronic adjustments for various terrain types.



Reliability: NA Satisfaction: NA MPG: –

Price: \$50,400-\$60,600 Ratings pg. –

Land Rover Range Rover

Owners of any ultraluxury sedan will feel right at home in the quiet, serene-riding Range Rover. The 340-hp supercharged V6 and excellent eight-speed automatic provide effortless motivation, but this SUV focuses more on quiet capability than dexterity. Handling is responsive and secure but not sporty. Still, it features Rover's latest electronic terrain-copying mechanisms, which give it standout off-road abilities. We averaged 17 mpg on premium fuel—not great but better than most rivals. First-rate cabin furnishings and comfortable seats are pluses, but some of the touch-screen controls are complex, outdated, and slow to respond. But the optional InControl Apps system lets the 8-inch touch screen mimic a smart-phone interface.



Reliability: NA Satisfaction: NA MPG: 17

Price: \$83,495-\$186,495 Ratings pg. 77

Land Rover Range Rover Evoque

Overall, the Evoque compact SUV is more about style than functionality. It's based on the LR2 and comes in two- and four-door versions. We tested the 2.0-liter turbo four-cylinder, mated to a six-speed automatic, and got 21 mpg overall. A new nine-speed automatic is standard. Acceleration and fuel economy are commendable, but the ride is choppy and noise levels are elevated. Interior room and visibility are sacrificed for the striking silhouette. Controls are a bit quirky. Routine handling is quite agile but becomes disconcerting at the limits. The Evoque's Terrain Response system facilitates moderate off-road capability—uncommon in this class. The InControl Apps option mimics a smart-phone interface.



Reliability: NA Satisfaction: ○ MPG: 21

Price: \$41,100-\$57,600 Ratings pg. 77

Land Rover

Though Land Rover gained fame as the safari vehicle of choice in the far-flung British Empire, it has morphed into luxury-level SUVs: costly, coveted, and toweringly eccentric. India's Tata acquired Land Rover, along with Jaguar, in 2008. The top-end model, the Range Rover, has long enjoyed a prestige reputation. The Range Rover name has been applied to some smaller models, such as the over-styled Evoque, but not to all. Newer Land Rovers have reduced their baffling button count, but controls remain complicated and in-vehicle communications systems are rather dated. Off-road capabilities remain first-rate on most models. However, the new emphasis on fuel economy and on-road manners has diminished the off-road focus in some models. Powertrains and other components are shared with Jaguar.

PROFILES

Land Rover Range Rover Sport

The latest Range Rover Sport is based on the larger, more sedate Range Rover, with a weight-saving aluminum frame and luxurious cabin appointments. But the Sport focuses more on agility and handling prowess and less on ride comfort and off-road ability. A low range is optional. Power comes from a strong 3.0-liter supercharged V6 or a 510-hp, 5.0-liter supercharged V8, each mated to an eight-speed automatic. The Sport delivers an engaging driving experience, with taut, agile handling, but the ride is stiff and choppy. Some controls are behind the times, though the optional InControl Apps system lets the touch screen mimic a smart-phone interface. Rear-seat room is generous, and a tiny power-folding third-row seat is available.



Reliability: NA Satisfaction: ● MPG: 18

Price: \$63,350-\$92,495 Ratings pg. 77

Lexus GS

The GS competes well with other luxury sports sedans, delivering a balanced combination of ride, handling, quietness, and roominess. Its strong 306-hp, 3.5-liter V6 returned 21 mpg overall in our tests. Rear-drive versions get an eight-speed automatic, and all-wheel-drive models get a six-speed automatic. A 338-hp hybrid version with CVT is also available. Interior space is on a par with the class, and the cabin has the requisite luxury trim and materials throughout. A fussy, distracting mouselike controller is used to work the navigation system and audio controls. The car is engaging to drive, with good handling and a taut yet supple ride. A super-sporty GS F joins the line with a 467-hp V8. Reliability has been well above average.



Reliability: ● Satisfaction: ● MPG: 21

Price: \$48,600-\$61,330 Ratings pg. 72

Lexus

Lexus is known for making quiet, plush, and very reliable cars, mostly exemplified by the flagship LS. But rarely have they been called sporty. Its interiors are mostly well-finished, and the engines are smooth and fairly powerful. Lexus' hybrid models are very fuel efficient, with the CT 200h clocking in at 40 mpg overall. Many of its SUVs, such as the large LX and midsized RX, score highly for owner satisfaction, and the new NX small SUV looks promising. With the new RC, a coupe version of the IS sedan, Lexus has a model that injects some style and pizzazz to a mostly bland lineup. The GS sedan, though competitive, hasn't been a sales success. But not all is perfect in Lexus-land: The CT 200h hybrid and IS sports sedan aren't recommended, because they scored too low in our tests, and some models are growing long in the tooth.



Reliability: ● Satisfaction: ○ MPG: 40

Price: \$32,050 Ratings pg. 71

Lexus CT 200h

The CT 200h hybrid got a mild freshening, with exterior and interior styling updates and mechanical tweaks to improve ride and noise. This small hatchback has excellent fuel economy, but its refinement isn't up to the Lexus standard. Using the same powertrain as the Prius, the CT's 40 mpg is 4 mpg less than the roomier Toyota. The CT can drive solely on electric power at low speed. Handling is responsive and secure, but the ride is stiff and choppy. The cabin is well-assembled, with quality materials. But the rear seats are tight, cargo capacity is modest, and the rear view is limited. Reliability has been outstanding, but it scored too low in our tests to recommend.



Reliability: ○ Satisfaction: ● MPG: 21

Price: \$36,550-\$47,640 Ratings pg. 71

Lexus ES

Lexus ultimately hurt the ride comfort and made the controls overly complex when it redesigned the ES. In our tests, the powerful 3.5-liter V6 and six-speed automatic got a good 25 mpg overall. The ride is on the stiff side and is made worse with the optional 18-inch wheels. Handling is sound but unexceptional. Inside, the quiet cabin looks good at first, but cheap touches are apparent. The control interface is distracting and convoluted unless you skip the navigation system. The hybrid is more appealing, thanks to its combination of size and luxury, and class-leading 36 mpg overall and 44 on the highway in our tests. But a Camry provides much of the same for less money.



Reliability: ● Satisfaction: ● MPG: 25-36

Price: \$37,550-\$40,430 Ratings pg. 72

Lexus IS

The IS fails as a sports sedan. Though the 250's small V6 is refined, performance is rather pokey, and its 21 mpg overall is unreasonably thirsty. The IS 350 is punchier but also underwhelming to drive. Handling is secure but not engaging enough to run with true sports sedans. Ride comfort is neither tied down nor plush. Even by the class's minimal standards, the IS interior is extremely cramped. Getting into and out of the vehicle is an ungraceful chore. Fit and finish is OK but not a standout. Controls use a mouselike controller, which takes too much attention away from driving. AWD is optional. Reliability of the 3.5-liter is well above average; the 2.5-liter is average, but it scores too low to be recommended.



Reliability: ● Satisfaction: ● MPG: 21

Price: \$72,520-\$120,440 Ratings pg. 72

Lexus LS

The Lexus flagship sedan delivers luxurious, highly refined, and fuss-free motoring with a comfortable and serene ride. It has an exceptionally quiet cabin and is laden with features. Fit and finish is excellent. The recent freshening made handling a bit more responsive while retaining the silky ride. The strong V8 and eight-speed automatic deliver a very smooth and responsive package. The extended-length version has generous rear-seat room. All-wheel drive and a self-parking feature are optional. The LS 600h hybrid comes with standard all-wheel drive. The LS gets the Entune system and the same overly complicated and distracting-to-use mouse-controlled screen found in other Lexus models.

PROFILES

Lexus LX

This luxury SUV is based on the Toyota Land Cruiser, itself quite plush and upscale. The LX uses the strong 5.7-liter V8 from the Tundra pickup. It has a comfortable ride and a quiet, well-assembled cabin. Our tested Land Cruiser got only 14 mpg overall but was very composed and secure off-road. Like the Toyota, the LX has an off-road crawl mode that manages throttle and braking over tough terrain. The height-adjustable suspension further enables the LX to traverse off-road. But the power-folding third-row seat folds up to the sides of the interior, limiting cargo space.



Reliability: NA Satisfaction: ● MPG: –
Price: \$82,930 Ratings pg. –

Lexus NX

Lexus finally enters the luxury compact SUV market with the Toyota RAV4-based NX. Most versions use the brand's first turbo engine, a 235-hp, 2.0-liter four-cylinder, mated to a six-speed automatic. A hybrid version, the NX 300h, uses a 194-hp powertrain with a CVT. The interior combines luxurious materials with contemporary polished metal surfaces for a sophisticated look. The dash gets a multipurpose center screen and marks the first use of the new Lexus Remote Touch Interface. The turbocharged powertrain is quite smooth. The interior is rather snug, and the NX delivers a sportier, less cushy driving experience than the larger RX SUV.



Reliability: New Satisfaction: New MPG: –
Price: \$34,480-\$41,310 Ratings pg. –

Lexus RC

The new RC is an aggressively styled sports coupe with seating for four. Essentially a coupe version of the IS sedan, it uses a standard 3.5-liter V6 engine hooked up to an eight-speed, paddle-shifted automatic. An all-wheel-drive version is available with a six-speed automatic. Top-trim RC F versions, fitted with a 467-hp, 5.0-liter V8, target the BMW M4. That prodigious output is routed to the rear wheels with a torque-vectoring differential, which sends power to the wheel that has the most grip. This version is super-quick, with a loud exhaust bark. The various driving modes sharpen throttle and steering response, but the car's weight ultimately compromises agility.



Reliability: New Satisfaction: New MPG: –
Price: \$42,790-\$62,400 Ratings pg. –

Lexus RX

The RX is a refined, quiet, and plush SUV. It rides comfortably and has a very well-finished interior. But handling is lackluster. Emergency handling is ultimately secure. The 3.5-liter V6 provides strong acceleration and a commendable 21 mpg overall. For even better mileage you can opt for the RX 450 hybrid, which not only returned 26 mpg overall in our tests but also proved to be quite quick. The optional navigation system includes a mouselike controller atop the console. It maneuvers through simple menus and gives tactile feedback, but ordinary tasks require too much attention from the driver. The rear seat is roomy, but the styling impairs rear visibility and cargo volume. Expect a redesigned RX this summer.



Reliability: ● Satisfaction: ● MPG: 21-26
Price: \$40,970-\$49,020 Ratings pg. 77

Lincoln

This is Ford's luxury brand, and its models are gussied up with more upscale interiors and convenience and electronic features than their Ford brethren. But like Ford, reliability has been spotty of late, largely because of the soon-to-be-replaced MyLincoln Touch electronic control interface. Most Lincoln models land no better than midpack in our Ratings, lacking the spirited driving experience and luxury ambience of class leaders. The lone exception is the well-executed MKZ sedan, which is based on the Ford Fusion. With a luxurious, quiet interior and ride and handling rivaling a European sports sedan, it's easily the best recent Lincoln in memory. But we can't say the same about the MKC, which doesn't make a compelling case for itself over the Ford Escape Titanium.



Reliability: New Satisfaction: New MPG: 19
Price: \$33,100-\$35,595 Ratings pg. 76

Lincoln MKC

To make the MKC, Lincoln added luxury and high-tech features to the Ford Escape platform, but it falls short of the class leaders. Power is strong, particularly from the uplevel 2.3-liter turbo four-cylinder. In our tests, we got just 19 mpg overall with the 2.3-liter. Combined with the small gas tank, that results in a short cruising range. A fussy, dash-mounted push-button shifter controls the six-speed automatic. None of the adaptive suspension modes make for a truly comfortable ride. Handling is secure, but agility is no match for its German rivals. A quiet cabin, plush trim, easy access, and enough rear-seat room for two adults to sit comfortably enhance livability, but rear visibility is limited. The MyLincoln Touch controls now use knobs and buttons.



Reliability: ● Satisfaction: ○ MPG: 20
Price: \$38,850-\$45,840 Ratings pg. 72

Lincoln MKS

This large, Ford Taurus-based sedan is outdated, cramped for its size, and not very competitive. The base nonturbo 3.6-liter V6 engine is available with front- or all-wheel drive but lacks refinement. An optional turbocharged 3.5-liter V6 with AWD only has plenty of power, with little sacrifice in fuel economy. The suspension has three modes, none of which provide exceptional ride comfort or sporty driving. Handling, though secure, lacks agility. The interior is well-finished, but the driving position and foot well are narrow. A small opening limits the usefulness of the trunk, and a high rear deck reduces visibility. The MyLincoln Touch system is distracting. Reliability has been below average.



Reliability: ○ Satisfaction: ○ MPG: 18
Price: \$38,900-\$40,850 Ratings pg. 77

Lincoln MKX

Like its Ford Edge corporate cousin, the MKX is a two-row SUV that falls short of its competitors. Its 3.7-liter V6 provides strong performance, but the transmission is unrefined. Handling, though sound, isn't agile, and the ride is too ordinary for a luxury vehicle. The cabin is quiet but not as hushed as it should be at this price. The MyLincoln Touch interface, which consists of a touch screen and touch-sensitive buttons, makes adjusting the climate, audio, and other functions distracting and tedious. Despite attractive wood and leather trim, overall interior quality is a mixed bag. Reliability has improved to average, but the MKX scores too low to be recommended. A redesign, based on the current Ford Fusion, looks promising.

PROFILES

Lincoln MKZ

The upscale MKZ is the most appealing and well-executed Lincoln in recent memory. Based on the Ford Fusion, it has a luxurious, quiet interior, and its ride and handling rival some high-end European sports sedans. Powertrains include a 2.0-liter turbo four-cylinder and a 3.7-liter V6, each matched with a six-speed automatic. There's also a hybrid, which returned a near-class-best 34 mpg overall in our tests. The push-button gear selector and touch-sensitive controls for climate and audio functions are frustrating to use. And the modern styling compromises cabin access and rear-seat room. Reliability has been average for all versions.



Reliability: **Satisfaction:** **MPG:** 23-34

Price: \$35,190-\$37,080 **Ratings pg. 72**

Lincoln Navigator

The big news about the freshened-for-2015 Navigator is that it gets the 3.5-liter EcoBoost V6 in place of the old V8. It's a more luxurious version of the Ford Expedition, but it is neither as quiet nor as plush as its luxury SUV competitors. In our similar Expedition, the V6 has proved to have smoother, more effortless power delivery than the V8. Paired with the standard six-speed automatic transmission, the Expedition XL returned 14 mpg overall in testing—a 1-mpg improvement. Both regular- and long-wheelbase Navigator versions are available, as well as eight-passenger seating. New features include Sync with MyLincoln Touch, push-button start, and blind-spot monitoring.



Reliability: **Satisfaction:** **MPG:** –

Price: \$61,920-\$67,860 **Ratings pg. –**

Mazda

Mazda is the sporty-car brand that really builds only one sports car. But from the iconic MX-5 Miata roadster, the Japanese automaker has been able to distill some form of its fun-to-drive identity into every new model it unleashes. That trend has extended to its growing SUV lineup, including the small CX-5 and even smaller CX-3. At a time when some automakers are turning their backs on what made them great, it is refreshing to see a brand that understands itself and replicates its sporty DNA in every new car it makes. But based on their poor scores in IIHS crash tests, we can't recommend the CX-9 SUV or the Mazda5 small minivan.

Mazda CX-3

Mazda's entry in the mini-utility segment is based on the new version of its soon-to-be-released tiny Mazda2 subcompact. The small, front-wheel-drive CX-3 will get a 155-hp, 2.0-liter four-cylinder backed by a six-speed automatic. All-wheel drive is available. The infotainment system includes a 7-inch center display screen controlled with a rotary knob to operate functions such as Bluetooth phone connection, radio controls, and Aha Internet radio. The rear seats are staggered inboard of the front seats and elevated slightly to give rear passengers a better view out. It will be the first nonluxury, mini-SUV to use radar-based forward-collision warning and potentially active cruise control. It goes on sale this summer.



Reliability: **Satisfaction:** **MPG:** –

Price: \$20,000-\$26,000E **Ratings pg. –**

Mazda CX-5

The CX-5 has taut, agile handling and quick, well-weighted steering. But we found the ride to be choppy, and the cabin lets in too much road and wind noise. The 2.0-liter and the more responsive 2.5-liter four-cylinder engines returned a very competitive 25 mpg overall in our tests. The 2.0-liter, available only with front-wheel drive, is slow at launch and requires prodding to keep up with traffic. The 2.5-liter provides noticeably quicker acceleration. The six-speed automatic is fairly smooth; a six-speed manual is available on base versions. The interior is roomy and versatile, with simple controls, but cheap touches are evident. Reliability has been above average. Updates for the 2016 model year include a new audio system with a controller knob.



Reliability: **Satisfaction:** **MPG:** 25

Price: \$21,545-\$29,220 **Ratings pg. 75**

Maserati Ghibli

The Ghibli is based on a Chrysler 300 platform but uses a Ferrari-developed 345-hp turbo V6 mated to an eight-speed automatic. The SQ 4 all-wheel-drive version we tested has a 404-hp turbo V6 and is priced at about \$80,000, typically equipped. Handling is sporty and agile, the brakes are strong, and the engine emits a thrilling bark. But the stiff, jittery ride can grow fatiguing, and the rear is cramped. Climbing into or out of this low-slung sports sedan can also be a challenge. The interior is festooned with high-quality leather and suede, and most controls are easy to use, including Chrysler's UConnect touch screen. But it's hard not to notice some cheap-looking switches, sourced from the Chrysler parts bins.



Reliability: **Satisfaction:** **MPG:** 19

Price: \$69,800-\$77,900 **Ratings pg. 73**

Mazda CX-9

The three-row CX-9 is agile, comfortable, and quiet. Power comes from a smooth and refined 3.7-liter V6, but its 16 mpg overall lags by today's standards. Handling is agile, and the ride is firm and steady, and does a good job of isolating bumps. The cabin is quiet, and interior trim is attractive and well-assembled. As in many SUVs, the 60/40-split second-row seats slide fore and aft for greater second- or third-row leg room. The third-row seat is relatively hospitable and easy to access. The optional blind-spot detection system works well. Reliability has been above average. But we can no longer recommend the CX-9 because it scored a Poor in the IIHS small-overlap crash test.



Reliability: **Satisfaction:** **MPG:** 16

Price: \$29,985-\$36,625 **Ratings pg. 75**

PROFILES

Mazda MX-5 Miata

In the late 1980s, the Mazda MX-5 Miata modernized the classic roadster concept—it was a true driver's car that was affordable, agile, and fun. Now, 25 years and 940,000 sales later, Mazda has introduced the fourth-generation MX-5 Miata. The new car is wider and lower than today's car, with a decidedly muscular feel to its rear flanks and an aggressive snout. Most important, weight has been reduced by 220 pounds. The 2.0-liter four-cylinder engine puts out 155 hp. Every Miata we've ever driven has had super-agile handling, with quick, precise steering and a delightfully accurate shifter. The redesigned model is due this summer as a 2016 model.



Reliability: New Satisfaction: ● MPG: –

Price: \$24,000-\$31,000E Ratings pg. –

Mazda3

Whether as a sedan or hatchback, the Mazda3 is really fun to drive and gets great fuel economy. It also offers a host of luxury features rarely matched by any other small car. At 33 mpg, the Mazda3 is the most fuel-efficient compact that isn't a hybrid or a diesel. High-tech features include a multimedia system with a large touch screen, as well as active safety features such as a blind-spot monitoring system. On the downside, the car can be loud on the highway, and ride comfort is acceptable but far from class leading. The multimedia controls can be cumbersome, and other small cars have roomier rear seats. First-year reliability of the redesign has been average or better.



Reliability: ● Satisfaction: ● MPG: 32-33

Price: \$16,945-\$26,595 Ratings pg. 69

Mazda5

The Mazda5 is a small minivan/wagon that seats six. Its 157-hp, 2.5-liter four-cylinder engine can be overtaxed on hills or when carrying a full load. Elevated noise levels make it feel less substantial than some larger alternatives. On the other hand, it is agile and relatively fun to drive, and has good visibility. The dual sliding rear doors provide easy access to the two rear rows. By combining utility, sportiness, and affordability, the Mazda5 is a practical alternative to a larger minivan or a small SUV. Reliability has been above average. But we can no longer recommend the Mazda5 because it scored a Poor in the IIHS small-overlap crash test.



Reliability: ● Satisfaction: ○ MPG: 23

Price: \$21,240-\$24,770 Ratings pg. 74

Mazda6

The Mazda6 is sporty yet also sparing with fuel. Its 2.5-liter four-cylinder delivered 32 mpg overall, the best fuel economy among conventional midsized sedans. The six-speed automatic is very smooth and delivers quick shifts. We found the 6 to be agile and capable in the corners. The ride is taut and steady but on the firm side, and the cabin isn't as quiet as most competitors'. For the 2016 model year, the car receives multiple updates, including external styling tweaks and a new dash layout, and uplevel models get a navigation system with a new dash-mounted digital display that is operated via a central knob on the console. Additionally, the head-up display first seen in the Mazda3 is now optional.



Reliability: ● Satisfaction: ● MPG: 32

Price: \$21,190-\$29,895 Ratings pg. 70

Mercedes-Benz

Among the finest automakers in the world, you used to be able to count on every Mercedes to have an exquisite ride, superb handling, an impeccable interior, and sophisticated electronics. The model range includes finely crafted sedans, SUVs, coupes, and convertibles. But these days, just because you see a three-pointed star on the hood doesn't guarantee the car will live up to those lofty standards. Some models, such as the S-Class, are unparalleled when it comes to ride quality and low interior noise levels. On the other hand, the CLA's harsh ride and unrefined demeanor seems like Mercedes just mailed it in. It's hard to believe that the same company produced both cars.



Reliability: New Satisfaction: New MPG: 26

Price: \$38,400-\$62,750 Ratings pg. 71

Mercedes-Benz C-Class

The redesigned C-Class has grown larger inside and out, and remains beautifully finished. C300s use a 2.0-liter turbo four-cylinder, which returned a respectable 26 mpg overall in our AWD version. A 3.0-liter turbo V6 powers the C400. The new C has quick reflexes, with very prompt steering response and a comfortable ride. Inside, you'll find an upscale and snazzy execution with a high-quality feel to every surface, switch, and button. Many safety-oriented features are available, such as semi-autonomous highway steering and standard autonomous braking. The rear seat, a low point of the last C-Class, has been markedly improved. The rip-roaring C63 AMG gets a twin-turbocharged 4.0-liter V8 producing 456 hp in standard form or 503 hp in the S version.



Reliability: ● Satisfaction: ○ MPG: 28

Price: \$31,500-\$48,500 Ratings pg. 71

Mercedes-Benz CLA

The sleek CLA250 is Mercedes' entry-level, front-drive, compact, four-door coupe. Interior materials are good enough for the Mercedes badge, and fuel economy of 28 mpg is respectable. But the driving experience falls well short of a typical Mercedes. The 2.0-liter four-cylinder and seven-speed automatic lack refinement. It's quick, but power delivery is uneven. Though it's fairly agile, the car rides stiffly. The cabin is noisy and cramped, especially in the rear; the view out is seriously impaired; and access is difficult both front and rear. All-wheel drive is optional. The high-performance, 355-hp CLA45 tops the range. First-year reliability has been well below average, and the CLA scores too low to be recommended.



Reliability: NA Satisfaction: ● MPG: –

Price: \$65,990-\$106,550 Ratings pg. –

Mercedes-Benz CLS

The CLS "four-door coupe" has been extensively freshened. The base model gets a new 329-hp, twin-turbo 3.0-liter V6 hooked up to a seven-speed automatic. The 550 model gets a 4.7-liter, twin-turbo V8 making 402 hp. An AMG version with a 577-hp, 5.5-liter V8 delivers ferocious acceleration and an exhaust note to match. Handling is capable and surprisingly agile for such a large car. The ride is firm but supple and steady. The coupelike styling results in a low roof and small windows, reducing interior space. That limits cabin access, hurts visibility, and compromises rear-seat room. Noise levels are hushed. Fit and finish is excellent, but the controls are complicated. All-wheel drive is available.

PROFILES

Mercedes-Benz E-Class

The E-Class has long been a benchmark luxury sports sedan, combining a feeling of substance and class with enjoyable and agile handling. Luxury-trim versions have a smooth and cushy ride, but the Sport is considerably firmer. The responsive 3.5-liter V6 and seven-speed automatic returned 21 mpg overall. Our tested four-cylinder diesel got an excellent 30 mpg overall, with a cruising range of more than 800 miles. The interior is plush, with excellent seats and fit and finish. A coupe, convertible, and wagon (with a rare rear-facing third-row seat) are also available. Reliability has been average or better for some versions, but we can't make a prediction for the high-scoring diesel version because we lack data.



Reliability: ● Satisfaction: ● MPG: 21-30

Price: \$51,800-\$103,200 Ratings pg. 72

Mercedes-Benz GLA

The GLA is essentially a raised wagon version of the CLA sedan, but it performed better in our tests than its sibling. It has a 208-hp, 2.0-liter turbo four-cylinder, which returned 26 mpg overall. The seven-speed dual-clutch automatic is unrefined, particularly at low speeds. A high-performance 355-hp GLA45 AMG version is also available. The ride is somewhat stiff, and noise isolation isn't what you expect in a Mercedes. Visibility, particularly to the rear, is poor. The 4Matic system includes a mode for light-duty excursions. Standard safety features include a radar-based collision-prevention system. Autonomous emergency braking, blind-spot monitoring, and lane assist are optional. A front-drive version arrives later.



Reliability: New Satisfaction: New MPG: 26

Price: \$33,300-\$48,300 Ratings pg. 76

Mercedes-Benz GL-Class

The seven-passenger GL is among the most comfortable-riding SUVs we've tested. Available engines include a 240-hp turbodiesel V6 and a 4.6-liter turbo V8, all driving through a seven-speed automatic and with standard all-wheel drive. New for 2015 is a twin-turbo, 362-hp V6. The interior is luxurious and full of thoughtful details, the seats are excellent, and even the third row is comfortable. Handling is responsive, but it's very clumsy and reluctant at its limits. We got 20 mpg overall with the refined diesel. A self-parking system and a 360-degree-view camera are optional. But well-below-average reliability and its poor emergency-handling behavior prevent us from recommending it.



Reliability: ● Satisfaction: ● MPG: 20

Price: \$63,600-\$119,450 Ratings pg. 77

Mercedes-Benz GLK-Class

The GLK's 3.5-liter V6 returned a competitive 21 mpg overall. This small SUV rides well, except for some side-to-side rocking on rough pavement. Handling is fairly nimble. The high seating position gives a good view out. The excellent front seats are firm and well-shaped. Rear leg room is stingy, and the wide doorsills impede access. Despite a freshening that included an improved dash layout, the controls still take some time to master. The interior was updated at the same time, with more luxurious materials. Reliability has been above average for both V6 and diesel versions.



Reliability: ● Satisfaction: ● MPG: 21

Price: \$37,900-\$39,900 Ratings pg. 76

Mercedes-Benz M-Class

The M-Class is very refined, with a quiet, vaultlike cabin; meticulous attention to detail; and excellent seats. Its gasoline V6 delivers smooth and powerful acceleration. Other available engines include a turbocharged V6 and the 518-hp V8 AMG. A new 2.1-liter turbo four-cylinder diesel replaces the V6 turbodiesel for 2015. Handling is responsive, but it is let down by vague steering and doesn't shine at its cornering limits. There's an underlying firmness to the ride, but it's steady and supple. Some controls have improved and others remain complicated. Towing capacity is plentiful, particularly for a luxury SUV. Reliability has dropped to below average.



Reliability: ● Satisfaction: ● MPG: 18

Price: \$48,300-\$98,400 Ratings pg. 77

Mercedes-Benz S-Class

The S-Class is brimming with features and qualities that make it stand out among luxury cars. A powerful 4.7-liter turbo V8 provides effortless acceleration and delivered 18 mpg overall in our tests. The S550 brings a whole host of advanced technology, including the ability to follow the road and stop by itself in an emergency. The ride is very plush and steady, the best we've ever tested, and the cabin is ultrahushed. Even though it's large and posh, handling agility is commendable. Many controls are overly complicated, however. First-year reliability of the redesigned sedan has been well below average. A coupe version is available, and a plug-in hybrid arrives in spring 2015.



Reliability: ● Satisfaction: ● MPG: 18

Price: \$94,400-\$230,900 Ratings pg. 72

Mercedes-Benz SL

The SL is made almost entirely of aluminum to save weight. Power comes from a 429-hp, 4.7-liter V8 that employs a start-stop system to save fuel. The retractable hardtop has adjustable opacity to let sunlight in even when the top is raised. The SL is full of high-tech features and safety equipment: collision mitigation, adaptive brakes and cruise control, active head restraints, head-curtain air bags, and more. An entry-level (at "just" \$84,000) 329-hp, twin-turbo V6 SL400 is new for 2015.



Reliability: NA Satisfaction: ● MPG: –

Price: \$84,000-\$215,250 Ratings pg. –

Mercedes-Benz SLK

The SLK features a retractable glass and metal top that lets it credibly serve as either a coupe or an open-top roadster. The base SLK250 features a 1.8-liter, 201-hp turbocharged four-cylinder that delivers ample thrust. Our tested SLK250 with the six-speed manual returned a very good 26 mpg overall, but we weren't impressed with the rubbery shifter action. The more powerful V6 and V8 engines come with a seven-speed automatic, which is a better choice. Handling is crisp and enjoyable, though inattentive drivers may be surprised at the SLK's limits due to its late-acting stability control. The ride is firm but refined enough even for lengthy trips. The small cabin is well-finished but narrow.



Reliability: NA Satisfaction: ● MPG: 26

Price: \$43,950-\$70,900 Ratings pg. 73

PROFILES

Mini

These small cars, designed and engineered by BMW, embody the classic style made famous by the British icon. Ground-hugging, front-wheel-drive hatchback, sedan, and coupe models drive like proverbial go-karts, with all that entails: quick, precise handling and, in some models, a choppy ride. Practicality takes a backseat. Taller SUV-lite models feel similar and offer all-wheel drive. If you need more power, the turbocharged S models are quick. Minis can be customized to your heart's content, but they command a premium price and shouldn't be viewed as bargain cars. The Mini version of BMW's iDrive system offers comprehensive connectivity but is confusing at first. Fuel economy for the line is pretty good but not stellar. Reliability hasn't been very good.



Reliability: NA Satisfaction: ● MPG: 30-31
Price: \$20,700-\$36,250 Ratings pgs. 68, 73

Mini Cooper

The new third-generation Mini is longer and wider, and for 2015 it is available with four doors. Engine choices include a 134-hp three-cylinder and a frisky 189-hp four-cylinder turbo, with either a six-speed manual or automatic. We measured 31 mpg overall in the base automatic and 30 mpg from the S with its stick shift. Handling is very nimble and sporty, though agility has been dialed back some. The ride is markedly better, no longer beating up your lower back, and road and wind noise are kept in check. The backseat is still tiny. You can spend hours online configuring your ideal Mini, but that can push up the price to and beyond \$30,000 for a small car. The redesigned Mini is too new for us to have reliability data.



Reliability: ● Satisfaction: ○ MPG: 26
Price: \$22,750-\$35,350 Ratings pg. 77

Mini Cooper Countryman/Paceman

The four-door SUV-like Countryman and two-door Paceman are larger than other Minis but are still small and fun to drive. The quirky interior has well-shaped, comfortable seats. They're based on the previous-generation models and retain their quick steering and fantastic agility, along with the stiff ride and noisy cabin. A more forgiving suspension is standard, and the sport suspension we tested is now optional. The S has a punchy powertrain, and it posted a very good 26 mpg overall in our tests. Familiar Mini downsides carry over, including frustrating controls and a noisy cabin. All-wheel drive is only available on the S versions. Reliability has been far below average.

Mitsubishi

Mitsubishi is becoming a rather obscure brand in the U.S. Aside from the Lancer Evolution—which is probably Mitsubishi's most commonly known model among car enthusiasts—there is little in the lineup to get excited about. Every other one of its models is an also-ran, or even unknown, in its respective category. Even ones that scored well in our reliability survey cannot be recommended because they scored too low in our testing. Unless you are in the market for a hard-core performance sedan like the Evo, we would steer clear of Mitsubishi.

Mitsubishi Lancer

The Lancer is an insubstantial and unimpressive compact sedan. It is fairly agile, with balanced and secure handling, although cornering grip is fair. However, its 2.0-liter four-cylinder is rough, the CVT makes the car moan, fuel economy is uncompetitive, and the car is sluggish from a stop. The cramped cabin is furnished with drab plastics and has subpar fit and finish, but the controls are simple to use. The sporty, AWD Ralliart is quick and agile, but it's noisier and has a stiff ride. Its automated manual transmission is annoying during all but the most spirited drives. The Evolution is superfast and agile, with lightning-quick steering response. It is fun to drive but has an extremely harsh ride and is very loud.



Reliability: NA Satisfaction: NA MPG: 20-25
Price: \$17,395-\$29,495 Ratings pgs. 69, 73

Mitsubishi Mirage

Mitsubishi's tiny, Thailand-built subcompact seems like an act of desperation, dressing a primitive Asia-market car with some upscale toys and calling it a day. Good points include a relatively absorbent ride, terrific 37-mpg fuel economy, and an accommodating rear seat. The uplevel ES also brings a fancy radio, push-button start, auto climate system, and Bluetooth. However, the weak, vibrating, and incredibly noisy three-cylinder engine provides sluggish acceleration and handling so clumsy that it's disconcerting, and the cabin is depressingly low-rent. Further lowering its standing is its Poor score in the IIHS small-overlap crash test.



Reliability: NA Satisfaction: NA MPG: 37
Price: \$12,995-\$15,395 Ratings pg. 68

Mitsubishi Outlander

With its tight, kids-only third-row seat, the Outlander is one of the few small SUVs that provide seating for up to seven people. Effective air conditioning is one of its only strong points. Otherwise, the Outlander handles clumsily and feels like a larger vehicle. The ride is fairly stiff. The sluggish acceleration is accompanied by raucous engine noise. The loud cabin is dressed in trim that looks cheap and feels insubstantial. Its 23 mpg overall is decent for this class but is nothing special. Overall, with so many better competitors in this class, we see little reason to consider the Outlander. The Outlander also received a low score in our Owner Satisfaction Survey.



Reliability: NA Satisfaction: ○ MPG: 23
Price: \$23,195-\$28,195 Ratings pg. 75

Mitsubishi Outlander Sport

This shortened version of the small Outlander SUV has reduced rear-seat and cargo space. Despite the name, it's not exactly a sporty SUV to drive. Handling isn't that nimble, and acceleration from the 148-hp, 2.0-liter engine is just adequate. The Sport's choppy ride and very noisy cabin further undermine the driving experience. Still, it has a commanding seating position and passenger and cargo versatility. Top-trim all-wheel-drive versions can get expensive enough that the Outlander Sport starts to compete with better SUVs. Reliability has been excellent, but the Sport scored too low in our tests to recommend.



Reliability: ○ Satisfaction: ○ MPG: 23
Price: \$19,595-\$24,195 Ratings pg. 75

PROFILES

Nissan

Of all the major Japanese brands, Nissan has had the most inconsistent product line. The company has long-produced excellent six-cylinder engines, and at some times the vehicles themselves are first-rate. But at other times they're mediocre. In the recent past we've noted a quality fall-off in cars such as the subcompact Versa and compact Sentra. Reliability of the Altima sedan has been subpar, and the Sentra and midsized Pathfinder's has been even worse. There's reason for hope, though. The redesigned Rogue small SUV is a package that's worth consideration, and the recently introduced Murano SUV looks good so far. With the Leaf, Nissan also pioneered the first mass-market, practical, and affordable EV. A huge and all-new Titan arrives in 2015, and the flagship Maxima sedan will be reborn for 2016.

Nissan Altima

The well-rounded, roomy Altima delivers excellent fuel economy. Both the 182-hp, 2.5-liter four-cylinder and 270-hp, 3.5-liter V6 use a CVT that works well. We got a very good 31 mpg overall in our tests of the four-cylinder, and the V6 got 24 mpg overall. Handling is rather ordinary though ultimately secure. Both versions deliver an absorbent, comfortable ride, but it is significantly better in the 2.5 S. The display in the instrument cluster includes navigation information, text-message notification, and audio data. Blind-spot and lane-departure warning systems are available. Reliability has been below average.



Reliability: Satisfaction: MPG: 24-31

Price: \$22,300-\$31,950 Ratings pg. 70

Nissan Armada

This large, truck-based SUV has an independent rear suspension and seating for eight. The Armada is powered by a smooth-revving and lively—if noisy—5.6-liter V8 engine coupled with a slick five-speed automatic. Fuel economy, at 13 mpg overall, is abysmal. The Armada is quick but not that refined. Handling is relatively responsive, but the ride is quite stiff. Interior quality is so-so, and the fact that this design dates back to 2003 is evident in many places. It is difficult for children to reach the high-mounted exterior rear-door handles. Rear cargo space and towing capacity are generous.



Reliability: NA Satisfaction: MPG: 13

Price: \$38,060-\$53,330 Ratings pg. 76

Nissan Frontier

The Frontier is the only compact pickup truck we can recommend for now. It shares a platform with the Xterra SUV and the larger Titan pickup. In our tests we found the Frontier to be quick and relatively nimble, with a stiff though tolerable ride. The strong 4.0-liter V6 revs smoothly and feels like a V8; expect a decidedly unimpressive 15 mpg overall. A 2.5-liter, four-cylinder engine powers base models. Only crew- and extended-cab body styles are offered, but rear-seat room is still tight even in the crew cab. A model with a longer bed is available, but the tailgate is very heavy.



Reliability: Satisfaction: MPG: 15

Price: \$17,990-\$35,260 Ratings pg. 77

Nissan Juke

The funky-looking Juke has the raised ride height and optional AWD of an SUV, but with very carlike maneuverability. The steeply raked rear quarter makes for lousy visibility aft. The rear seat is tight, and the trifling cargo space limits practicality. Nimble handling and Nissan's punchy 1.6-liter turbo four-cylinder make it fun and zippy. Its 24 mpg overall isn't bad, but the need for premium fuel is a downer. As in some sporty hatchbacks, a noisy cabin and stiff ride come with the territory. Reliability has been average, but the Juke scored too low in our tests to recommend. Also, it scored a Poor in the IIHS small-overlap crash test. A modest restyling took place for 2015.



Reliability: Satisfaction: MPG: 24

Price: \$20,250-\$30,020 Ratings pg. 75

Nissan Leaf

The electric-powered Leaf has a 75-mile typical range. A full charge took us 6 hours using a 240-volt outlet or 16 hours using 120 volts, but since our tests, the charge times have been shortened. We measured the equivalent of 106 mpg. Running costs are extremely low: 3.5 cents per mile at the national average of 11 cents per kWh. The Leaf rides comfortably, but handling isn't particularly agile. The rear seat is roomy, but the cargo area is rather small. Standard features include a heated steering wheel and seats, and a rear-view camera, and top-level models get an electric heat system that uses 30 percent less energy. Reliability has been above average. We can no longer recommend the Leaf because it scored a Poor in the IIHS small-overlap crash test.



Reliability: Satisfaction: MPG: 106

Price: \$29,010-\$35,120 Ratings pg. 67

Nissan Maxima

The Maxima soldiers on mostly unchanged, with a 2016 redesign (shown) coming this spring. The highlight of the Maxima is its smooth, powerful 3.5-liter V6, which gives it very quick acceleration and 22 mpg overall, but on premium fuel. The steering is oddly weighted: It's overly light at low speeds, then firms up rather abruptly, which takes away from the car's handling feel. The ride is comfortable enough, and the cabin is quiet. A low roofline inhibits rear access and visibility. Controls are simple to use, and the front seats are very comfortable and supportive, but tight rear-seat room and a lack of modern electronic safety gear show how ancient this model has become.



Reliability: Satisfaction: MPG: 22

Price: \$31,290-\$34,380 Ratings pg. 71

Nissan Murano

With aggressive new styling, Nissan's midsized SUV gets an upgraded interior with a lower dashboard and an optional panoramic sunroof. Nissan's punchy, refined 3.5-liter six-cylinder carries over, paired with a continuously variable transmission. The cabin is quiet and well-finished, and has an upscale feel to it. Handling is not very sporty, with overly light steering that reduces driver confidence. The ride is steady and absorbent on the standard 18-inch tires, but less so on the Platinum trim's 20-inchers. Optional safety features include blind-spot and cross-traffic warnings, as well as forward-collision warning with emergency autobrake. An available 8-inch color display houses the NissanConnect infotainment system.



Reliability: New Satisfaction: New MPG: –

Price: \$29,560-\$40,600 Ratings pg. –

PROFILES

Nissan Pathfinder

This midsized SUV has seating for up to seven, but the second row's posture is not ideal and the third-row seat is tight. We found that the 3.5-liter V6 and CVT delivered respectable acceleration, while returning 18 mpg overall in our tests. The ride is comfortable enough, but handling lacks agility. Towing capability is competitive at 5,000 pounds. The cabin is quiet and spacious, the controls are fairly easy to master, and the passenger-side rear seat can be moved forward with a child seat installed, aiding access to the way back. A hybrid with a 2.5-liter, supercharged four-cylinder is optional. Updates for 2015 include available blind-spot warning and rear cross-traffic alert. Reliability has been well below average.



Reliability: ● Satisfaction: ● MPG: 18

Price: \$29,510-\$43,100 Ratings pg. 75

Nissan Quest

The cavernous Quest is among the most luxurious minivans on the market, with a plush and quiet interior and a smooth, compliant ride. Just don't expect sporty handling. The 3.5-liter, V6 engine feels lively, even in this big van, and returns a respectable 19 mpg overall. The two rear rows of seats can fold flat to form a convenient, flush load floor. But the Quest seats only seven at most, whereas much of the competition can seat eight. The covered cargo bay behind the third-row seat is an uncommon feature in a minivan. A blind-spot detection system is optional. Reliability has been average. But the otherwise-competitive Quest scored a Poor in the IIHS small-overlap crash test.



Reliability: ○ Satisfaction: ○ MPG: 19

Price: \$26,530-\$43,180 Ratings pg. 74

Nissan Rogue

A recent redesign transformed the Rogue from an also-ran to one of the better small SUVs. The Rogue now rides better than most competitors and is fairly quiet and refined. Power comes from a 2.5-liter four-cylinder mated to an updated CVT. Our AWD Rogue delivered 24 mpg overall. The interior is spacious for the class and nicely finished, and doors that open almost 90 degrees aid rear access. An optional—if small—third-row seat allows seating for seven in a pinch. A rear camera is standard, and available safety gear includes rear cross-traffic alert and forward-collision, lane-departure, and blind-spot warnings. First-year reliability of the redesign has been average.



Reliability: ○ Satisfaction: ○ MPG: 24

Price: \$22,790-\$29,630 Ratings pg. 75

Nissan Sentra

The compact Sentra sedan looks good at first glance but ultimately trails the class best by quite a large margin. The 1.8-liter four-cylinder is mated to a CVT that feels more like an automatic, which is good. We measured a respectable 29 mpg overall. That engine is noisy, but road noise is relatively well-suppressed. The ride is steady, though pavement flaws deliver small, stiff impacts. Handling is fairly responsive and proved secure at its limits, but the steering feel is vague. A tall stance aids cabin access. Features on the SV trim include infotainment and a backup camera. A low-cost nav system is optional. Negatives include well-below-average reliability, a low owner-satisfaction score, and a Poor score in the IIHS small-overlap crash test.



Reliability: ● Satisfaction: ● MPG: 29

Price: \$16,480-\$20,670 Ratings pg. 69

Nissan Titan

Nissan's full-sized pickup truck stands out with an incredibly roomy cabin. This is a relatively agile truck, but the ride suffers from a rubbery jiggle. The muscular V8 provides strong acceleration and is mated to a very smooth transmission. That said, engine drone can become tiresome and fuel economy is a dismal 14 mpg overall. Interior fit and finish is very basic, bordering on austere. The damped-action tailgate makes it a snap to raise or lower. All but the base models are available with a backup camera. A long-needed redesign arrives this fall, and it is even more imposing than the current model. It will have abundant storage capacities, and generous payload and towing capacities, and offer a newly designed V8 Cummins diesel engine.



Reliability: NA Satisfaction: ● MPG: 14

Price: \$29,640-\$43,860 Ratings pg. 77

Nissan Versa

Nissan's subcompact Versa sedan is unimpressive, with a noisy and cheap interior. The engine drones as the car gathers speed, and the continuously variable transmission exacerbates engine noise. Handling, though secure, lacks agility. The ride is compliant but jumpy. To its credit, the rear cabin is relatively roomy and fuel economy is commendable at 32 mpg overall. Changes for 2015 include new interior refinements and some styling details. Reliability has been average. The Versa sedan scored a Poor in the IIHS small-overlap crash test. It also received one of the lowest scores in our Owner Satisfaction Survey.



Reliability: ○ Satisfaction: ● MPG: 32

Price: \$11,990-\$16,890 Ratings pg. 67

Nissan Versa Note

The Versa Note offers amazing space and versatility for a little subcompact. It's also quieter and more relaxed to drive than most competitors. Its tall stance and wide doors make it easy to maneuver, park, and hop into and out of. The rear seat is really roomy, and the ride feels comfortable and relaxed. Handling is more responsive than the Versa sedan. Our main gripes are its awkward driving position, squishy front seats, and lack of interior storage. The CVT can magnify coarse engine noise when accelerating, but its 31 mpg overall is respectable. Changes for 2015 include standard Bluetooth, available heated seats, and new interior refinements. First-year reliability has been average.



Reliability: ○ Satisfaction: ○ MPG: 31

Price: \$14,180-\$17,960 Ratings pg. 67

Nissan Xterra

The Xterra feels crude in everyday driving, but it is very capable off-road. Although the ride is stiff, handling is relatively responsive. The strong 4.0-liter V6 engine delivers quick acceleration and the five-speed automatic shifts smoothly, but they combine to return overall fuel economy of just 17 mpg. The four-wheel-drive system is a rudimentary, switch-activated part-time type. The basic interior looks rugged and is well-assembled. The Pro-4X off-road trim line has an electronic hill-descent control that maintains a very low speed on slippery downhill grades. Reliability has been above average, but the Xterra scores too low to be recommended.



Reliability: ○ Satisfaction: ○ MPG: 17

Price: \$23,660-\$31,640 Ratings pg. 75

PROFILES

Nissan Z

Employing a wonderfully strong and smooth 3.7-liter V6, the Nissan Z delivers quick acceleration and respectable fuel economy. The six-speed manual is a bit notchy but easy to use, and it can match revs on downshifts. Handling is very agile, with quick steering and lots of grip, but somehow the car isn't as engaging to drive as one would expect. The ride is very stiff and choppy, and road and tire noise are constant. The Z's well-finished interior is cramped, and visibility is lousy. Convertible and stiffer-riding, higher-performance NISMO versions are available. Changes for 2015 include standard Bluetooth and revised suspension tuning.



Reliability: NA Satisfaction: ○ MPG: 23

Price: \$29,990-\$49,400 Ratings pg. 73

Porsche Cayenne

The midsized Cayenne is one of the sportiest, most agile SUVs on the market. The V6 and eight-speed automatic work well together. A V6 diesel, V8, and hybrid engines are also available. The eight-speed automatic is supersmooth. The ride is supple and steady but rather stiff at low speeds. The seats are supportive and comfortable, and the cargo area is roomy enough. Interior fit and finish is impeccable, but the controls are confusing. The stop/start feature shuts the engine off at idle to save fuel but is slow to restart at times, though it can be disabled. Reliability has been above average.



Reliability: ○ Satisfaction: ○ MPG: 19

Price: \$61,700-\$113,600 Ratings pg. 77

Porsche

Porsche is known for sports cars, but it is an expanding brand, having introduced two SUVs and a four-door to its lineup. Not to mention the seemingly endless rollout of variations of each model. Despite that, the Porsche brand has not been diluted, as the iconic German sports carmaker bakes its high-performance ride and handling DNA, invigorating exhaust note, and beautifully crafted interiors into every new model. Plus, 2015 and beyond will see fuel-efficient hybrid and diesel powertrains work their way into various models. A hybrid version of the Panamera is available this year. It will be interesting to see how the fuel-saving Porsches hold up to the brand's performance standards, and how the complicated models fare reliability-wise.

Porsche 911

The 911's iconic shape hides a thoroughly modern sports car, delivering performance and relative refinement. The base model gets a 350-hp, 3.4-liter six, and the Carrera S uses a 400-hp, 3.8-liter six, both matched with a seven-speed manual. Measures to help with fuel efficiency include engine shut-off at idle and electric power steering. The 911 is quick and super-agile, and has sublime handling. It sounds terrifically raucous, and driving the automated manual is just as thrilling as the stick shift. It isn't particularly taxing on long trips, thanks to its relatively supple ride and enough sound deadening to prevent headaches. The interior is beautifully crafted but filled with buttons and rocker switches. A rear-view camera is optional. Reliability has improved to average.



Reliability: ○ Satisfaction: ○ MPG: 23

Price: \$84,300-\$194,600 Ratings pg. 73

Porsche Cayman

The Cayman is longer, lower, and lighter than the previous model. Available in Cayman, S, and GTS trims, it shares its platform with the Boxster. The base model is powered by a 2.7-liter flat-six engine. Offering higher performance, the S and GTS versions pack a stronger 3.4-liter flat six. All engines offer incremental power gains over the outgoing model. In our tests of the 2.7-liter Boxster, we found it to be responsive, and the manual shifter is smooth and crisp. Handling is still excellent despite some loss of steering feedback, and the ride is pretty compliant for a sports coupe. The front trunk and hatchback provide a surprising amount of storage space.



Reliability: ○ Satisfaction: ○ MPG: -

Price: \$52,600-\$75,200 Ratings pg. -

Porsche Boxster

Porsche's entry-level roadster is tremendous fun to drive and offers strong 2.7- and 3.4-liter flat six-cylinder engines. Both the base and S versions are offered with a choice of a six-speed manual or a seven-speed automated-manual transmission. The 2.7-liter we tested in the base model is very responsive, and the manual shifter is smooth and crisp. Handling is still excellent despite some loss of steering feedback, and the ride is not punishing. The power top deploys quickly and can be operated at speeds up to 35 mph, and the front and rear trunks are still a bonus. Reliability has been above average.



Reliability: ○ Satisfaction: ○ MPG: 23

Price: \$51,400-\$73,500 Ratings pg. 73

Porsche Macan

Porsche's latest model combines the performance and feel of its sports cars with the functional package of a small SUV. Two engines are offered; a 3.0-liter V6 turbo in the S and a 3.6-liter V6 turbo in the uplevel Turbo. A diesel version may follow sometime later. The PDK automated manual transmission is standard.



Reliability: New Satisfaction: New MPG: 19

Price: \$49,900-\$72,300 Ratings pg. 76

Typically equipped S models land in the low-\$60,000 range, and the Turbo starts at \$72,300. Though based on the Audi Q5, the power and handling are true Porsche, as are the seats, controls, fit and finish, and attention to detail. The firm ride is steady and controlled. The cabin is quite snug, and the center dashboard is a dizzying array of buttons.

Porsche Panamera

This large, four-door luxury hatchback hides beneath a coupe silhouette and remains true to the marque. It delivers performance and agility with comfort for four adults. Handling is agile and enjoyable, with excellent steering and lots of cornering grip. The ride is a bit on the firm side for a luxury car, though.



Reliability: NA Satisfaction: ○ MPG: 20

Price: \$78,100-\$200,500 Ratings pg. 73

The beautifully finished interior is fitted with a button-dominated center console that can be intimidating at first. Porsche has introduced its first plug-in hybrid and longer Executive variants of the Panamera. The S E-Hybrid produces 416 total system hp, and the S model uses a new 3.0-liter turbo V6.

PROFILES

Scion

This was supposed to be Toyota's "youth division," but it's arguable that Scion hasn't exactly made major inroads in setting sales records or attracting younger buyers. Toyota's stepchild offers small, fuel-efficient (but noisy) vehicles that are somewhat practical and a bit edgier than the mainstream models from the Toyota brand. From the quirky iQ to the near-track-ready FR-S, Scion has had to work hard to try to forge a distinct personality. But aside from its fuel economy numbers, the iQ completely underwhelmed us in our testing, and the tC hatchback does a bad imitation of a sports coupe. Only the versatile box-on-wheels xB is recommended, and even then it scores in the bottom-third of its class. New models, including a compact hatchback and a subcompact sedan, are on the way.

Scion FR-S

Jointly developed with Subaru, the rear-wheel-drive FR-S features a 2.0-liter four-cylinder, teamed with a choice of a six-speed manual or automatic transmission. Its low curb weight and optimal weight distribution give it super-agile handling and balance at its limits. In corners, the car turns in promptly, with almost no body lean. The steering is well-weighted, and the ride is slightly more compliant than its Subaru BRZ sibling. Inside, the cabin is relatively plain, with well-bolstered sport seats, but the stiff ride and elevated noise can be taxing. The vestigial rear seats are best left for cargo. We cannot recommend the FR-S because of below-average reliability.



Reliability: ● Satisfaction: ○ MPG: 30
Price: \$24,900-\$31,090 Ratings pg. 73

Scion tC

Despite a recent update, the pseudo-sporty tC has fallen flat in our testing. Its 2.5-liter four-cylinder provides adequate acceleration and averaged a very good 27 mpg overall with the six-speed automatic. Mundane handling belies the tC's racy, sporty coupe looks. It's noisy and stiff riding, making it an unpleasant companion. On the plus side are the tC's hatchback versatility and particularly spacious rear seat. Interior fit and finish is unimpressive, the radio controls are infuriating, and the thick rear roof pillars and small windows block outward visibility.



Reliability: NA Satisfaction: NA MPG: 27
Price: \$19,210-\$20,360 Ratings pg. 68

Scion xB

The funky-looking xB is a versatile and reliable little hauler, but it feels rather basic and insubstantial. It uses a 2.4-liter four-cylinder engine that delivers good performance but returns only 23 mpg overall, lousy for a small four-cylinder hatchback. The ride is fairly compliant, and handling is responsive. Its cabin is quiet enough, but the center-mounted gauges and layout for the radio controls are a little annoying. The rear seat is enormous, and cabin access is very easy. The cargo area is generous, but low windows and thick roof pillars make the cabin dark and impair visibility. Reliability has been outstanding.



Reliability: ● Satisfaction: ○ MPG: 23
Price: \$17,890-\$21,190 Ratings pg. 69

Subaru

This Japanese automaker has long been synonymous with safety, practicality, and all-wheel drive. But it can finally count itself as one of the automakers known for competent technology. Be it the EyeSight suite of high-tech safety features or the brand's new touch-screen infotainment system, the most recent crop of Subarus delivers the latest tech. Some of those features have not made it to every last model in the lineup, but as time wears on that might change. Many Subaru models place well in our Ratings, and reliability for most models is strong.

Subaru BRZ

Developed with Toyota, Subaru's first RWD sports car features a 2.0-liter four-cylinder with a choice of a six-speed manual or automatic. Handling is super-responsive, with agility that is on a par with some high-priced German sports cars. In corners, the BRZ turns in promptly, with almost no body lean. The steering is quick and well-weighted. At its limits, the BRZ understeers more than its mechanical sibling, the Toyota FR-S. That difference makes it more forgiving but slightly less rewarding. The ride is also a bit more jittery. The cabin is relatively plain, with well-bolstered sport seats, but the ride and elevated noise can be taxing. Reliability is well below average, and we can't recommend the BRZ.



Reliability: ● Satisfaction: ○ MPG: 30
Price: \$25,695-\$28,795 Ratings pg. 73

Subaru Forester

Following its back-to-basics redesign, the Forester has topped our Ratings. Its positives include large windows, big doors, an excellent driving position, and unusually spacious rear seating. In our tests, the 2.5-liter four-cylinder and CVT averaged a near-class-leading 26 mpg overall. Downsides include the somewhat choppy ride and less-than-agile—although ultimately secure—handling. Engine noise is pronounced at times, too. Controls are very simple, and in 2015 the infotainment and connectivity systems will finally be updated. Midtrim Foresters bring a lot of content for the money. The optional X-Mode gives it some off-road ability. New for 2015 is a standard backup camera for all trim lines.



Reliability: ○ Satisfaction: ○ MPG: 26
Price: \$22,195-\$33,095 Ratings pg. 74

Subaru Impreza

The Impreza is a particularly well-rounded package and is among our top-scoring compact sedans. The ride is very absorbent and controlled. Handling is responsive and secure. Acceleration is adequate, and fuel economy of 27 mpg overall for the sedan is excellent given the standard all-wheel drive. The hatchback gets 26 mpg overall and has a handy-sized cargo area. The road and engine noise of past models has been smoothed out for the 2015 Impreza. The infotainment system has been updated and includes a handy touch screen. The interior is spacious for the class, controls are straightforward, and visibility is good. Crash-test results are excellent, and Subaru's EyeSight suite of advanced safety gear is available.



Reliability: ○ Satisfaction: ○ MPG: 26-27
Price: \$18,195-\$23,295 Ratings pg. 68

PROFILES

Subaru Legacy

The redesigned Legacy is roomier, quieter, and much more refined, helping it become our top-scoring midsized sedan. Its ride is better than some luxury cars, and handling is sound and secure. The 2.5-liter four-cylinder is no rocket, but it gets the job done and returns 26 mpg overall. A 3.6-liter six-cylinder is also available. Both engines use a CVT that behaves much like a conventional automatic. The much-needed infotainment improvements include a 6.2-inch touch screen and multifunction display with Internet radio and Bluetooth. Uplevel models add a larger screen and upgraded audio. New safety features include a standard rear-view camera and an available rear radar system with blind-spot, cross-traffic, and lane-change warnings.



Reliability: Satisfaction: New MPG: 26

Price: \$21,695-\$29,595 Ratings pg. 69

Subaru Outback

This all-new Outback wagon is more refined, with an inch more leg room in the rear seat and improved noise isolation. It rides very comfortably, with secure handling. The 2.5-liter four-cylinder returns 24 mpg overall, and the CVT operates more like a conventional automatic, for a calmer driving experience. Opting for the 3.6-liter six-cylinder makes the car quicker and quieter but gives up 2 mpg. New safety features include a standard rear-view camera and an available rear radar system with blind-spot, cross-traffic, and lane-change warnings. The infotainment system has been updated and includes a 6.2-inch touch screen and multifunction display with Internet radio and Bluetooth. Uplevel models add a larger screen and upgraded audio.



Reliability: Satisfaction: MPG: 22-24

Price: \$24,895-\$32,995 Ratings pg. 74

Subaru WRX/STi

The redesigned WRX, with its wide fenders and muscular stance, is only available as a sedan. Its 2.0-liter turbo four-cylinder produces 268 hp and an abundant 258 pound-feet of torque, driving all four wheels. A six-speed manual is standard, but a CVT automatic is offered, with three drive modes: Intelligent, Sport, and Sport Sharp. Power is abundant and handling is nimble, but the ride is very stiff and choppy, and the stiff-feeling shifter and abrupt clutch engagement make the WRX frustrating as a daily driver. Still, it's among the few high-performance cars that has four-door practicality. The higher-performance WRX STi has a giant wing on the trunk, some transmission and suspension differences, and a stronger 305-hp engine.



Reliability: New Satisfaction: MPG: 26

Price: \$26,295-\$38,495 Ratings pg. 73

Subaru XV Crosstrek

The Crosstrek is a small quasi-SUV version of the Impreza hatchback, with a raised ride height that gives it enough altitude to slouch through deeply rutted roads. It may appeal to those people who live at the end of a dirt road and don't want anything big and bulky. The cabin is rather noisy, the ride is stiff, and the 148-hp, 2.0-liter four-cylinder engine has to work hard to maintain highway speed, but fuel economy is a gratifying 26 mpg. The costlier Hybrid barely improves on that, at 28 mpg. At least the Hybrid is a little quieter and sounds less strained. Either way, the regular Impreza hatch may be a better choice: It's quieter, quicker, cheaper, and better riding.



Reliability: Satisfaction: MPG: 26-28

Price: \$21,595-\$29,295 Ratings pg. 75

Tesla

A new type of car company for a new type of car, Tesla so far builds only expensive electric luxury models. That said, its first volume model is polished, comfortable, nimble, quick, and even reliable enough to recommend. Its Silicon Valley connections make Tesla's huge touch screen far more capable and easier to use than most automotive systems, and its cars get automatic updates sent over the airwaves. Unlike other electrics, huge batteries give Teslas a range of more than 200 miles. The company is rolling out its own network of fast, free charging stations across the country and opened its first pilot battery-swap station in December. Its Model X SUV is expected to arrive in early 2016, followed by the less expensive midsized Model 3 sedan later in the decade.



Reliability: Satisfaction: MPG: 84

Price: \$69,900-\$104,500 Ratings pgs. 67, 72

Tesla Model S

The Tesla Model S is a sporty four-door luxury car that happens to be electric. A large, low-slung hatchback, it seats five or seven with the optional rear-facing jump seats. With its optional 85 kWh battery—the largest available—it can travel between 180 and 225 miles per charge and can be fully charged in as little as 5 hours on a dedicated Tesla connector. Performance is exceptional, with thrilling acceleration, pinpoint handling, and a firm yet comfortable ride. A huge iPad-like center screen controls many functions. Drawbacks include tight access, restricted visibility, and range limitations in cold weather. Reliability has been average. All-wheel drive and the Autopilot active safety features are new for 2015.

Toyota

Remember when Toyota made fun cars such as the Celica, Supra and MR2? We don't, either. Instead, Toyota focuses on building solid, reliable cars that are pleasant, comfortable, and very popular. The Camry is a perennial best seller, the Highlander is consistently one of the top-scoring SUVs in our tests, and the Prius has been our fuel-economy champion for more than 10 years. Toyota has been a leader in hybrid technology, and outstanding reliability is a common theme across the line of vehicles. What's not to like? Well, its trucks are somewhat crude and out-classed by just about everything from Detroit, and there is nothing in its lineup that screams, "Let's go for a drive!" Highly competent cars? Yes. But soul-stirring? Not so much.



Reliability: Satisfaction: MPG: 18

Price: \$33,210-\$43,620 Ratings pg. 75

Toyota 4Runner

The 4Runner falls short of most modern SUVs. One of the few remaining truck-based SUVs, it's great for off-roading, and its rough-sounding 4.0-liter V6 is powerful and relatively fuel-efficient. But the ride is unsettled, and handling is clumsy. The body leans a good deal while cornering, and the bobbing and bouncing chips away at driver confidence. Limited-trim versions have a tighter suspension with somewhat better control, but at the expense of a stiffer ride. A high step-in and low ceiling compromise both access and driving position. The SR5's 4WD system is part-time only. A third-row seat is optional, and the power-retractable rear window is handy. Reliability is well above average, but it scores too low to be recommended.

PROFILES

Toyota Avalon

When it was redesigned, the Avalon's formerly excellent, pillow-soft ride was stiffened too much, especially on versions with the 18-inch tires. But Toyota claims it will address that with the 2016 model. Handling was sharpened and is now sound and secure. The lively 268-hp V6 is paired with a smooth six-speed automatic and delivers punchy performance and a commendable 24 mpg overall. The hybrid's 2.5-liter four-cylinder is teamed with an electric motor, returning a standout 36 mpg overall. Upscale materials and finish details give the spacious cabin a lush, luxurious ambience. Interior and exterior styling were given careful attention, but the controls were made more complicated.



Reliability: ● Satisfaction: ○ MPG: 24-36

Price: \$32,285-\$41,700 Ratings pg. 71

Toyota Camry

After just three years into its current generation, Toyota reskins America's most popular car, trying to inject more excitement. Interior appointments have been upgraded and center dashboard controls simplified. Suspension changes improved ride and handling, but only slightly. Handling is sound and secure, and the ride remains calm. The interior has been further isolated from road noise. The three impressive powertrain choices are the base 2.5-liter, four-cylinder; a 3.5-liter V6; and the Hybrid, which gets an amazing 38 mpg overall. The four-cylinder returned a competitive but not class-leading 28 mpg overall in our tests. The V6 version is very quick and delivers 26 mpg overall.



Reliability: ● Satisfaction: ○ MPG: 26-38

Price: \$22,970-\$31,370 Ratings pg. 69

Toyota Corolla

The Corolla delivers a comfortable-enough ride for a small car, and has a quiet, spacious interior. A continuously variable transmission (CVT) replaced the old four-speed automatic on all but base models. Fuel economy remains excellent at 32 mpg overall with the CVT and gets a significant boost to 43 mpg on the highway. Interior upgrades include standard Bluetooth connectivity, automatic climate control, and a touch-screen radio with simple controls. Inside, padded and stitched surfaces contrast with a number of drab, hard-plastic bits. Handling is lackluster but very secure. A sportier S version has a tauter suspension and is more responsive than our tested LE.



Reliability: ● Satisfaction: ● MPG: 32

Price: \$16,900-\$22,905 Ratings pg. 69

Toyota Highlander

The midsized Highlander SUV handles responsively, the ride is steady and absorbent, and interior space is generous. A wide third row allows seating for eight, or seven with optional second-row captain's chairs. The smooth and punchy 3.5-liter V6 is matched to a six-speed automatic. The Hybrid version uses the powerful V6 of the regular Highlander, shifts through a CVT, and adds a hybrid battery pack and three electric motors. In our tests the AWD V6 averaged 20 mpg overall; the Hybrid version got 25 mpg. It's a long reach to some controls, particularly the standard 6.1-inch touch screen. The Entune system includes a larger 8-inch screen. A backup camera is standard.



Reliability: ● Satisfaction: ● MPG: 20-25

Price: \$29,415-\$49,990 Ratings pg. 75

Toyota Land Cruiser

Toyota's flagship SUV has the same powerful 5.7-liter V8 as the Tundra pickup. It is luxurious, quick, quiet, comfortable, and refined, but it is thirsty for fuel at 14 mpg overall. It rides very comfortably, and the interior is roomy and well-finished. The Land Cruiser showed terrific off-road performance in our tests, partly because of its crawl mode to help ascend and descend steep slopes. But on-road handling falls well short of being agile. A 50/50-split third-row seat folds up against the sides of the cargo area rather than into the floor, which takes up storage room. The permanently engaged four-wheel-drive system is standard.



Reliability: NA Satisfaction: ● MPG: 14

Price: \$80,155 Ratings pg. 77

Toyota Prius

The Prius is extremely economical, averaging 44 mpg overall and 55 mpg on the highway in our tests. With light throttle input, it can quietly drive on electric power up to 25 mph. The ride is firm yet steady, and handling is sound and secure though not particularly agile. Road noise is pronounced. The interior is roomy, but fit and finish is just so-so and some controls take time to master. The plug-in version typically delivers around 12 miles on electricity, boosting mileage to the equivalent of 67 mpg. When the electric range is depleted, the car reverts to regular Prius performance, averaging 43 mpg overall. Reliability has been well above average for the regular Prius and the plug-in.



Reliability: ● Satisfaction: ● MPG: 44-47

Price: \$24,200-\$34,905 Ratings pgs. 67, 69

Toyota Prius C

This smaller, less expensive alternative to the regular Prius feels more like a subcompact than a sophisticated hybrid. It has a harsh ride, noisy engine and cabin, and slow acceleration. The interior looks and feels cheap, the driving position and rear seats are cramped, and there's little cargo space. However, its 37 mpg is the best city fuel economy of any car we've tested, and its 43 mpg overall is just 1 mpg less than the regular Prius. With 2015 comes a number of exterior styling updates. Reliability is well above average, but we can't recommend the Prius C because it scored too low in our testing and performed poorly in the IIHS small-overlap crash test.



Reliability: ● Satisfaction: ● MPG: 43

Price: \$19,080-\$23,360 Ratings pg. 68

Toyota Prius V

This wagon version of the Prius offers a very roomy rear seat and a generous cargo area. It's about the size of the Mazda5 but seats five. Despite its extra weight and a less aerodynamic shape, the V still got an excellent 41 mpg overall in our tests. The electric motor and engine have to work fairly hard, especially when the car is loaded with cargo. Rear visibility is better than in the standard Prius. The 2015 model has been slightly redesigned and scores a Good in the IIHS small-overlap crash test; the older car scored a Poor, which prevented us from recommending it. A larger 4.1-inch dash-top screen for trip computer functions is also new. Reliability is well above average.



Reliability: ● Satisfaction: ● MPG: 41

Price: \$26,675-\$30,935 Ratings pg. 69

PROFILES

Toyota RAV4

The RAV4 uses an energetic 2.5-liter four-cylinder and a smooth six-speed automatic that combined to return 24 mpg overall in tests of the AWD version. Handling is quite nimble and very secure. Though the ride is firm and well-controlled, it may be too busy for some buyers. Inside the somewhat loud cabin are clear, intuitive controls and some upgraded materials. But a number of cheap details are still apparent. Access is very easy, and the rear seat is roomy. A rear-view camera is standard, and the rear hatch is now top-hinged. A height-adjustable power liftgate is available on top trim lines. An electric version with a 103-mile range is available in some markets. The RAV4 improved to Good in its latest IIHS small-overlap crash test.



Reliability: Satisfaction: MPG: 24

Price: \$23,680-\$29,850 Ratings pg. 74

Toyota Sequoia

The big, eight-passenger Sequoia has a strong and refined 5.7-liter V8 paired to a six-speed automatic. That combination returned 15 mpg overall in our tests. Rear- and selectable, full-time four-wheel drive are available. The ride is firm, and handling is clumsy but secure. The independent rear suspension allows the third-row seat to fold into a well, expanding cargo space. The power-retractable rear window is a useful feature. It's a high step-in to get into the cabin, but once inside passengers will find the interior to be very roomy. Reliability has been above average, but the Sequoia scores too low in our testing to recommend.



Reliability: Satisfaction: MPG: 15

Price: \$44,395-\$64,320 Ratings pg. 76

Toyota Sienna

The Sienna is a sensible choice, but it isn't as engaging to drive as its direct competitor, the Honda Odyssey. Interior fit and finish and controls have been somewhat improved for 2015, and the cabin is a bit quieter. The Sienna rides very comfortably, but handling is lackluster. The 3.5-liter V6 is lively and returns a respectable 20 mpg overall. The all-wheel-drive version—the only minivan on the market with AWD—sacrifices just 1 mpg. An eighth seat cleverly stores in the back when it isn't installed in the center of the middle row. That 2015 update also brings a standard backup camera, an additional LATCH attachment, and a front-passenger seat-cushion air bag. Reliability has been excellent, perhaps the Sienna's biggest advantage over the Odyssey.



Reliability: Satisfaction: MPG: 19-20

Price: \$28,600-\$46,150 Ratings pg. 74

Toyota Tacoma

The Tacoma remains a workhorse compact pickup. Fuel economy is competitive, but clumsy handling makes it a chore to drive long distances. The 4.0-liter V6 provides strong performance but is noisy. However, the incessantly jiggly ride grows fatiguing, and it's particularly stiff with the TRD suspension package. The cabin's high floor and low roof makes access tricky, and the driving position is too low and uncomfortable. Towing and off-road capabilities are better than most of the competition. The Tacoma has been reliable, but it scores too low in our testing to be recommended. A redesign hits the market in late 2015.



Reliability: Satisfaction: MPG: 17

Price: \$20,765-\$37,415 Ratings pg. 77

Toyota Tundra

Despite a recent freshening that updated the exterior and interior, including improved controls, the Tundra feels outclassed by newer and more refined competitors. It offers a standard two-door regular cab and two sizes of crew cabs. You can choose between a very powerful 5.7-liter V8 and a 4.6-liter V8. The six-speed automatic is very smooth and responsive. Handling is secure, but the ride with the TRD package is way too stiff. The cabin is very roomy, but it's a long reach to some controls. Towing performance is extremely capable. The damped rear tailgate is easy to raise and lower. Reliability has been above average, but the Tundra scores too low in our testing to be recommended.



Reliability: Satisfaction: MPG: 15

Price: \$28,410-\$47,875 Ratings pg. 77

Toyota Venza

Based on the previous-generation Highlander, the Venza is a combination of a traditional wagon and an SUV. Assets include easy cabin access, a quiet interior, and a roomy rear seat. The rear hatch and large cargo floor aid storage flexibility. The strong 268-hp, 3.5-liter V6 engine gets 20 mpg overall. Handling is secure, but the steering is short on feedback and the ride is stiff. All-wheel drive is available. The styling impairs visibility. Starting in 2015, a rear-view camera is standard on all trim lines. Updates include standard touch-screen radios that use a larger touch screen than our tested Venza had.



Reliability: Satisfaction: MPG: 20

Price: \$28,915-\$39,790 Ratings pg. 74

Toyota Yaris

Despite a face-lift for 2015, the Yaris remains a slow, noisy, and tinny subcompact with a choppy ride and an awkward driving position. This two- or four-door hatchback uses a 1.5-liter, four-cylinder as the sole engine. A five-speed manual transmission is standard; a four-speed automatic is optional. The Yaris we tested returned 32 mpg overall, and the EPA fuel-economy figures remain unchanged for 2015. All models have Toyota's Entune infotainment system, with a 6.1-inch touch screen and phone connectivity. A dealer-installed navigation system is available as an option. Reliability has been well above average, but the Yaris scores too low in our tests to be recommended.



Reliability: Satisfaction: MPG: 32

Price: \$14,845-\$17,620 Ratings pg. 68

Volkswagen

Volkswagen has spent a lot of time designing more of its cars to closer align with the American market. Still, most of its cars feel more premium than their competitors, thanks to responsive handling, firm and comfortable rides, and an overall solid feel. Most models use refined turbocharged four-cylinder engines that deliver a good blend of performance and fuel economy. Diesel engines can also be found throughout its lineup. The redesigned Golf and GTI are especially impressive, with high-quality interiors and a fun-to-drive demeanor. VW may be shooting for more sales, but its German roots mean it will always be selling comparatively premium products—evidenced by their sometimes-heady sticker prices and subsequent maintenance costs. Reliability has been somewhat hit or miss.

PROFILES

Volkswagen Beetle

The Beetle has grown up a bit, with a roomy-enough interior and decent driving experience, but VW skipped on a few details. Though the ride is acceptable, it's a bit unsettled. Handling is responsive but not sporty and can get sloppy in demanding conditions. The discontinued 2.5-liter five-cylinder engine that we tested had enough thrust but sounded gruff and unrefined. It was replaced by a new 1.8-liter turbo four-cylinder that delivers better performance and fuel economy. You can also get an efficient turbodiesel. Wind noise is excessive, rear visibility is limited, and the long clutch-pedal travel and wide center console compromise the driving position. A convertible is also available.



Reliability: NA Satisfaction: NA MPG: -

Price: \$20,195-\$35,095 Ratings pg. -

Volkswagen CC

Style trumps function in the CC, bringing a snug interior, compromised visibility, and difficult cabin access. But the CC is enjoyable to drive, with agile and responsive handling and a taut, composed ride. The 200-hp, 2.0-liter turbocharged four-cylinder is strong and returns 26 mpg overall with the six-speed automated manual transmission. A stronger 280-hp, 3.6-liter V6 and AWD are optional. The interior is very well-finished, with comfortable seats up front and, in a pinch, rear seating for three. Some features, such as a sunroof and rear-view camera, are only available on higher-trim models. Reliability has been well below average.



Reliability: ● Satisfaction: ○ MPG: 26

Price: \$32,685-\$43,140 Ratings pg. 71

Volkswagen Eos

This four-seater convertible is now in its final year of production. The Eos rides comfortably and handles with agility. Its folding metal hardtop includes a clever sunroof setting. Open-top motoring is relatively free of wind buffeting. Interior materials are well-assembled, and the seats are comfortable. Wind noise is pronounced with the top up. Power comes from a vigorous 2.0-liter, turbo four-cylinder, which delivers a good 25 mpg overall. The automated manual transmission is smooth and shifts quickly. Reliability has been average.



Reliability: ○ Satisfaction: ● MPG: 25

Price: \$35,795-\$42,335 Ratings pg. 71

Volkswagen Golf

The redesigned Golf has gained more cabin space front and rear, yet it hasn't gotten heavier. Volkswagen finally ditched the coarse and antiquated base five-cylinder engine in favor of a smoother and more powerful 170-hp, 1.8-liter turbo four-cylinder that also gets better fuel economy, returning 28 mpg in our tests. Transmission choices are a five-speed manual or six-speed automatic. Handling is responsive, the ride is comfortable, and the quiet cabin has a solid and upscale feel. A new infotainment system includes 3D navigation and a touch screen that responds to swipe inputs. The Golf TDI gets an all-new 150-hp, 2.0-liter diesel engine mated to a six-speed manual or six-speed dual-clutch automatic. A Golf Wagon and an AWD Golf R arrive soon.



Reliability: New Satisfaction: ● MPG: 28

Price: \$18,995-\$36,595 Ratings pg. 68

Volkswagen GTI

The redesigned GTI uses a 210-hp, 2.0-liter turbo, driving through either a six-speed manual or six-speed dual-clutch automatic transmission. We got an impressive 29 mpg overall with our manual-transmission test car. The GTI is fun to drive, with a taut ride that won't beat you up. Handling is agile, and throttle response is immediate. Inside is a high-quality, quiet, and refined interior with comfortable seats. That all adds up to a sporty car that doesn't wear on your patience during a long drive. The infotainment system includes 3D navigation and a touch screen that uses swipe motions that we found to be easy to use.



Reliability: New Satisfaction: ● MPG: 29

Price: \$24,395-\$30,695 Ratings pg. 73

Volkswagen Jetta

A little bigger than most compact sedans, the Jetta is a roomy, comfortable, and practical choice. The new 1.8-liter turbo four-cylinder is smooth and flexible, and returns an excellent 30 mpg. But skip the anemic base 2.0-liter engine. The GLI gets a strong turbo 2.0-liter, a more sophisticated suspension, better brakes, and a richer-feeling interior. The diesel's 34 mpg overall is very good, but it's upstaged by the 37 mpg we got from the smooth Hybrid version. Its 1.4-liter turbo engine, electric motor, and seven-speed automated manual work seamlessly. Revisions to the steering and suspension have given the Jetta improved agility and a steady ride. Diesel versions are recommended, with average reliability; the 1.8T has well-below-average reliability.



Reliability: ○ Satisfaction: ● MPG: 27-37

Price: \$16,215-\$31,670 Ratings pgs. 69, 73

Volkswagen Passat

The midsized Passat sedan has a lot going for it, including generous interior space, responsive handling, and a comfortable, quiet ride. The primary powertrain is an energetic 1.8-liter turbo four-cylinder and a six-speed automatic. High-end versions use a powerful 3.6-liter V6. The 1.8-liter turbo averaged a very good 28 mpg overall and 39 on the highway. The diesel feels quick on takeoff and got 37 mpg overall but acceleration is fairly slow. Front seats are accommodating but very firm. Extra-spacious rear seats are a big plus, and the trunk is huge, but fit and finish is more mundane than spectacular. Reliability of the diesel version has been average; the 1.8T is well above average.



Reliability: ● Satisfaction: ○ MPG: 23-37

Price: \$21,120-\$35,660 Ratings pgs. 69, 70

Volkswagen Tiguan

The Tiguan is a solid and agile small SUV. Pluses include high-end fit and finish, and spacious rear seating. Handling is very responsive and enjoyable, with sharp steering and strong cornering grip that contribute to the Tiguan staying secure and unflappable at its limits. With its 19-inch tires, the SEL rides stiffly. The lower S and SE trim lines, with 17-inch tires, ride more comfortably and quietly. But they lack a power driver's seat and automatic climate control. The 2.0-liter, turbo four-cylinder engine is smooth and purposeful, and yielded 21 mpg overall in our tests. A well-equipped Tiguan can easily climb into the mid-\$30,000 range. Reliability has been average.



Reliability: ○ Satisfaction: ○ MPG: 21

Price: \$25,995-\$39,235 Ratings pg. 75

PROFILES

Volkswagen Touareg

The Touareg has the feel of a sharp-handling, luxury SUV, with a plush interior and wide, supportive seats that deliver all-day comfort. The V6 turbodiesel, mated to an eight-speed automatic transmission, pulls effortlessly and returned 24 mpg overall in our tests. Its towing capacity is generous. The low-speed ride is overly firm, but it's steady on the highway. The cabin is quiet and access is easy, but our almost-\$50,000 Touareg lacked some common luxury features, such as a sunroof. The hybrid is the top-of-the-line version. It is quick and shuts off the engine when coasting, even at highway speeds. Reliability has improved to average.



Reliability: Satisfaction: MPG: 24

Price: \$44,705-\$66,995 Ratings pg. 77

Volvo V60

This wagon version of the S60 has fairly agile handling, but the ride is overly firm. The new four-cylinder turbo we tested in the S60 provided lively acceleration and respectable fuel economy. Opting for all-wheel drive brings the older gruff-sounding five-cylinder. The top-level T6 trim with standard AWD is quick and refined. The interior is quiet and logically laid out, but some controls are complicated. The front seats are very comfortable, but the rear is tight. Cargo space is modest for a wagon. Safety features include automatic braking and an optional pedestrian-detection system that can apply the brakes to prevent a collision. The new all-wheel-drive Cross Country version has higher ground clearance for light-duty off-roading.



Reliability: New Satisfaction: New MPG: -

Price: \$35,750-\$49,970 Ratings pg. -

Volvo

Solid and staid, Volvo sedans, wagons, and SUVs have secure if not particularly sporty handling and many of the latest electronic safety and collision-avoidance systems. Their interiors are generally quiet, comfortable for passengers tall and short, and elegantly—though not opulently—finished, with comfortable seats and mostly simple controls. But Volvos aren't as luxurious as most competitors, because of their ordinary performance and mundane ride and handling. Most models have an overly firm ride. The aging five-cylinder engine used in several models sounds gruff and lacks refinement. The new turbocharged four-cylinder provides smooth and lively performance, and is a much more refined choice. Infotainment systems on most models are not very intuitive. Volvo reliability has been average.

Volvo S60

Recently updated, the S60 sedan offers fairly agile handling but a stiff ride. A smooth and refined turbo four-cylinder mated to an eight-speed automatic are new for 2015, and they bring respectable performance and fuel economy. Front- and all-wheel drive are available. The interior is quiet, well-finished, and logically laid out, and the front seats are very comfortable. But the rear seat is tight and the trunk is small. A longer-wheelbase version with a roomier rear seat arrives later this year. Safety features include City Safety, which can automatically brake the car to prevent a collision, as well as an optional sensor system that intervenes and applies the brakes to avoid hitting a pedestrian. A V60 wagon version is available.



Reliability: New Satisfaction: MPG: 25

Price: \$33,750-\$46,950 Ratings pg. 71

Volvo XC60

A good choice in the upscale compact SUV class, the XC60 isn't as engaging to drive or as sporty as the Audi Q5 or BMW X3. The ride is a little stiff, but handling is responsive and secure at its limits. The 3.0-liter, turbocharged six-cylinder performs well, but fuel economy is mediocre at 17 mpg overall. Turbocharged four-cylinder engines are new, but for now they are only available on front-wheel-drive versions. Wind and road noise are well-suppressed. The interior is well-constructed, with high-quality materials. The seats are well-shaped and comfortable, but rear leg room is a bit tight. City Safety automatic braking is standard, and crash-test performance is excellent, but opting for other cutting-edge safety gear gets pricey.



Reliability: Satisfaction: MPG: 17

Price: \$36,200-\$50,750 Ratings pg. 76

Volvo S80

The S80 isn't a bad sedan, but it doesn't deliver the level of performance or luxury expected in this class, particularly because of its stiff ride, tight rear seat, and unremarkable performance. Front-wheel-drive versions get a 2.0-liter four-cylinder turbo engine with an eight-speed automatic transmission. A turbo six-cylinder with all-wheel drive is available. Handling is sound and predictable. For a sedan of its size, rear-seat room is cramped and rear access is compromised. The interior is well-finished, and the front seats are comfortable. The optional blind-spot monitoring system works well. A collision warning system is available. Other recent updates include exterior and interior styling changes.



Reliability: NA Satisfaction: MPG: -

Price: \$41,450-\$49,050 Ratings pg. -

Volvo XC70

The XC70 is a wagon version of the S80 with a raised ride height. It has many of Volvo's safety features, including collision-avoidance systems and a blind-spot warning system that works well. The powertrain we tested was an unremarkable 3.2-liter six-cylinder mated to a six-speed automatic, with available AWD, but it returned just 18 mpg overall. A more powerful, turbocharged six comes with the T6 trim, and a new turbo-four and eight-speed automatic comes standard on front-drive models. The ride is fairly stiff, but handling is secure. Inside, the cabin is quiet and luxuriously trimmed, and the seats are comfortable. Reliability has been average.



Reliability: Satisfaction: MPG: 18

Price: \$35,850-\$46,900 Ratings pg. 74

Volvo XC90

The redesigned XC90 arrives not a moment too soon to replace the ancient and uncompetitive old model. Sitting lower than the old model, the new XC90 still features room for seven people in its three rows, but passenger room has been improved and the third-row seats have a simpler folding mechanism. A 316-hp, 2.0-liter four-cylinder that is both turbocharged and supercharged provides the power, mated to an eight-speed automatic. Volvo will also offer a plug-in hybrid version with 400 hp and an electric range of about 25 miles. The XC90 rides on an optional adjustable air suspension and has a raft of electronic safety features, along with a large tabletlike touch-screen control system without any conventional buttons. Cabin finish is very plush.



Reliability: New Satisfaction: New MPG: -

Price: \$48,900-\$54,500 Ratings pg. -

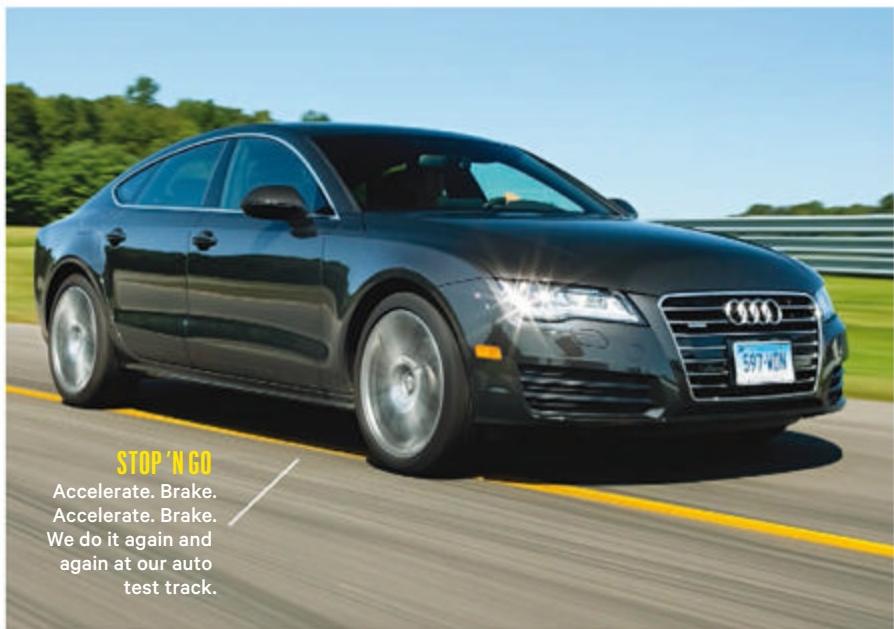
Ratings

We drove 270 vehicles for millions of miles—so that you don't have to

AT SOME POINT in the buying process, you have to start narrowing down your list of candidates. But you don't have to drive every car to eliminate the wannabes from the standouts. That's our job.

We've put each of those 270 models through exhaustive tests and evaluations (see below) to determine which ones are worthy of the CR recommendation and which ones aren't. The charts include reliability and owner-satisfaction results from our Annual Auto Survey, cost-per-mile estimates, and fuel-economy measurements, among other test results.

These pages can help you find a well-performing, safe, reliable car that best meets your needs.



HOW CR TESTS CARS

OUR TEST TRACK

The Consumer Reports Auto Test Center is on 327 acres in rural Connecticut. Our staff of 28 automotive engineers, auto writers and editors, technicians, statisticians, analysts, and support staff buy about 70 cars and trucks that we test each year. We drive each of them thousands of miles before putting them through more than 50 individual tests. Some, such as fuel economy, acceleration, and braking, are objective, instrumented tests. Others, like seat comfort, ease of use of controls, and ride quality, are subjective, graded by experts.

WE RATE CARS USING THESE SYMBOLS



HOW TO READ THE RATINGS CHARTS

RECOMMENDED VEHICLES

Good all-around models that we think are worth considering are designated with a . To earn that recommendation, a vehicle must perform well in our testing, have average or better predicted reliability, and perform adequately if included in a government or insurance-industry crash test. In addition, pickups and SUVs must not have tipped over in the government's rollover test, if tested.

CATEGORY LEADERS

If you're seeking standout vehicles, look at the Best Overall models at the top of the pages. Those CR recommended models made our short lists. Choices for other categories are not all Recommended models. If you want to dig deeper, our Ratings charts are split into several categories, such as minivans, SUVs, and pickup trucks.

OVERALL SCORE

Each chart includes a vehicle's road-test

score based on more than 50 tests and evaluations at our track and on the road.

SURVEY DATA

Predicted reliability is based on about 1.1 million vehicles and comes from our subscribers, who reported on problems with their vehicles. Reliability is based on a model's latest three years of data.

Owner satisfaction is based on the proportion of current owners in our survey who said they would definitely buy the same car again. The information is drawn from experiences covering 350,000 vehicles from 1 to 3 years old.

TEST RESULTS

We've included individual test results that are relevant to each category. For example, sports cars include quarter-mile acceleration times and wet braking distances. Pickups include a rating for the driving position.

RATINGS

CATEGORY LEADERS



Chevrolet Volt



Honda Fit



Nissan Versa Note



Kia Rio

ELECTRIC CARS

Best Overall

Tesla Model S

Best Plug-In Hybrids

Toyota Prius Plug-In
Chevrolet Volt

SUBCOMPACTS

Best Overall

Kia Rio
Nissan Versa Note

Small and Roomy

Honda Fit
Nissan Versa Note

Gas Misers

Toyota Prius C
Ford Fiesta
Fiat 500
Honda Fit
Hyundai Accent

Electric/Plug-In Hybrids, Subcompacts

Recommended

Better Worse

ELECTRIC CARS/PLUG-IN HYBRIDS

Recommended	MAKE & MODEL	COST		SCORE	SURVEY DATA		TEST RESULTS											
		Price as tested	\$/Mile		Road Test	Predicted Reliability	Owner Satisfaction	Overall MPG	City/Hwy MPG	Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, ft.	AM Speed, MPH	Routine Handling	Ride Comfort	Noise	Seat Comfort, Front/Rear	Trunk—Suitcases+Duffels	Controls
<input checked="" type="checkbox"/>	Tesla Model S (85 kWh)	\$89,650	NA	99	○	●	84 ¹	65/102	5.6	128	53.5	●	●	●	●	●/○	4+3	○
	BMW i3 Giga (with range extender)	\$50,450	NA	78	NA	NA	139 ¹	135/141	7.5	131	55.0	●	●	●	●	●/○	1+1	○
	Ford C-Max Energi	\$34,940	NA	77	●	●	94 ¹ /37 ²	45/49	8.1	136	50.5	●	●	●	●	●/○	1+1	○
	Ford Focus Electric	\$40,990	NA	72	NA	NA	107 ¹	108/107	10.2	140	52.5	●	●	●	●	●/○	1+1	●
	Nissan Leaf SL	\$35,430	NA	71	●	●	106 ¹	86/118	10.3	136	52.5	●	●	●	●	●/○	2+1	●
<input checked="" type="checkbox"/>	Toyota Prius Plug-in Advanced	\$35,890	\$0.56	69	●	○	67 ¹ /43 ²	38/55	10.6	139	50.0	○	○	●	●	●/○	3+0	●
<input checked="" type="checkbox"/>	Chevrolet Volt	\$43,700	NA	68	○	●	99 ¹ /32 ²	45/76	9.4	136	53.0	●	●	●	●	●/●	2+2	●
	Mitsubishi i-MiEV SE	\$33,630	NA	35	NA	NA	111 ¹	104/116	14.7	132	52.0	●	●	●	○	○/○	1+1	○

SUBCOMPACTS

	MAKE & MODEL	COST		SCORE	SURVEY DATA		TEST RESULTS											
		Price as tested	\$/Mile		New	Owner Satisfaction	24/40	8.5	136	55.0	●	○	●	●	●/○	2+2	●	
	Hyundai Accent Sport (hatchback, MT)	\$16,695	\$0.48	68	○	●	32	24/40	8.5	136	55.0	●	○	●	●	●/○	2+2	●
	Honda Fit EX	\$19,025	\$0.45	67	New	New	33	24/42	10.0	132	55.0	●	●	●	●	●/○	2+2	●
	Ford Fiesta SES (hatchback, MT)	\$17,795	\$0.48	66	●	●	32	23/42	10.7	134	55.0	●	○	●	●	●/○	1+2	○
	Chevrolet Sonic LT (1.8L)	\$17,290	\$0.47	66	●	○	28	19/38	9.3	128	54.0	●	○	○	○	○/○	3+0	●
	Ford Fiesta SE (3-cyl., MT)	\$18,720	\$0.44	66	NA	NA	35	25/46	9.0	125	56.0	●	○	○	●	●/●	1+3	○
	Hyundai Accent GLS	\$16,050	\$0.48	65	○	●	31	20/45	10.3	134	51.5	●	○	○	●	●/○	3+1	●
<input checked="" type="checkbox"/>	Kia Rio EX	\$17,275	\$0.50	64	●	●	30	22/39	9.5	138	55.0	●	●	●	●	●/○	2+3	●
	Ford Fiesta SE	\$16,595	\$0.46	64	●	●	33	22/45	10.9	142	52.5	●	●	●	●	●/○	3+1	○
<input checked="" type="checkbox"/>	Kia Rio EX (hatchback)	\$17,475	\$0.51	62	●	●	29	21/37	9.9	136	55.0	●	○	○	●	●/○	1+3	●
<input checked="" type="checkbox"/>	Nissan Versa Note SV	\$17,495	\$0.48	61	○	○	31	22/40	10.9	135	54.5	●	○	○	○	○/○	1+2	●
	Chevrolet Sonic LTZ (hatch, 1.4T, MT)	\$19,870	\$0.50	60	●	○	30	21/39	8.9	130	55.0	●	○	○	○	○/○	1+1	●
	Nissan Versa SV (sedan)	\$15,490	\$0.45	56	○	●	32	23/40	10.6	140	54.5	○	○	●	○	○/●	4+0	●

RATINGS

CATEGORY LEADERS



Kia Forte



Subaru Impreza



Mazda3



Toyota Prius

SUBCOMPACTS

Most Reliable

Toyota Prius C
Toyota Yaris

COMPACTS

Best Overall

Subaru Impreza
Kia Forte
Toyota Prius
Hyundai Elantra
Mazda3
Kia Soul
Toyota Prius
Plug-In

Fuel Efficient

Toyota Prius
Toyota Prius V
Ford C-Max Hybrid
Honda Civic Hybrid
Volkswagen Jetta Hybrid
Volkswagen Jetta TDI
Mazda3
Chevrolet Cruze Diesel
Toyota Corolla

MIDSIZED

Best Overall

Subaru Legacy
Honda Accord
Toyota Camry

Subcompacts, Small Two-Doors, Compacts

Recommended

● Better ← ○ ● → Worse

SUBCOMPACTS continued

Recommended	MAKE & MODEL	COST		SCORE	SURVEY DATA		Overall MPG	City/Hwy MPG	TEST RESULTS								
		Price as tested	\$/Mile		Road Test	Predicted Reliability			Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	AM Speed, MPH	Routine Handling	Ride Comfort	Noise	Seat Comfort, Front/Rear	Trunk—suitcases+duffels	Controls
	Toyota Prius C Two	\$20,850	\$0.40	55	●	●	43	37/48	11.3	135	51.5	○	●	●/○	1+1	●	
	Toyota Yaris LE	\$17,290	\$0.44	47	●	●	32	23/41	10.8	137	54.0	○	○	●	○/○	1+1	●
	Chevrolet Spark 1LT	\$15,820	\$0.44	42	NA	○	31	22/39	12.8	128	57.5	○	●	●	○/○	1+0	○
	Scion iQ	\$16,205	\$0.42	36	NA	NA	34	27/40	10.6	139	53.5	○	●	●	○/●	1+1	○
	Mitsubishi Mirage ES	\$16,050	\$0.48	29	NA	NA	37	28/47	12.1	138	52.5	●	○	●	○/○	1+1	●
	Smart ForTwo Passion	\$15,355	\$0.43	25	NA	●	39	30/44	14.6	139	50.0	○	●	●	●/-	2+1	○

SMALL TWO-DOORS

	MAKE & MODEL	COST		SCORE	SURVEY DATA		TEST RESULTS										
	Mini Cooper (base)	\$27,400	\$0.54	68	NA	NA	31	22/41	8.3	133	54.5	●	○	●/●	1+1	○	
	Hyundai Veloster (base, MT)	\$20,340	\$0.53	67	●	●	31	24/37	9.2	131	54.0	●	○	●/●	1+3	●	
	Honda CR-Z EX (MT)	\$21,510	\$0.47	54	NA	●	35	26/45	9.3	139	52.0	●	●	○	●/-	4+1	●
	Fiat 500 Sport (MT)	\$18,600	\$0.48	54	●	○	33	24/42	11.3	134	55.0	●	●	○	○/●	1+0	○
	Fiat 500C Pop (MT)	\$21,000	\$0.51	52	●	○	34	25/42	11.0	129	53.0	●	●	○	○/●	0+2	○
	Scion tC	\$21,130	\$0.55	44	NA	NA	27	18/36	8.6	134	54.0	○	●	●	●/●	2+0	●

COMPACTS

	MAKE & MODEL	COST		SCORE	SURVEY DATA		TEST RESULTS										
	Volkswagen Golf SE	\$25,315	\$0.56	82	New	●	28	19/38	8.7	130	54.0	●	●	●/●	2+2	●	
<input checked="" type="checkbox"/>	Subaru Impreza Premium	\$21,345	\$0.54	79	●	○	27	20/35	9.2	129	52.5	●	●	○	●/○	2+2	●
<input checked="" type="checkbox"/>	Kia Forte LX (1.8L)	\$19,570	\$0.55	78	○	●	28	19/40	10.1	128	52.5	●	●	●	●/○	3+1	●
	Ford C-Max Hybrid SE	\$26,685	\$0.53	77	●	●	37	35/38	8.4	138	53.0	●	●	●	●/●	28.0	○
	Ford Focus SE SFE	\$21,650	\$0.54	76	●	●	31	21/43	8.5	129	52.0	●	●	●	●/○	3+1	○
<input checked="" type="checkbox"/>	Subaru Impreza Sport Premium (hatch)	\$22,345	\$0.53	76	●	○	26	19/33	9.4	127	52.5	●	●	○	●/●	2+2	●

RATINGS

Compacts, Midsized Cars

Recommended

COMPACTS continued

Recommended	MAKE & MODEL	COST		SCORE	SURVEY DATA		Overall MPG	TEST RESULTS									
		Price as Tested	\$/Mile		Road Test	Predicted Reliability		City/Hwy MPG	Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	AM Speed, MPH	Routine Handling	Ride Comfort	Noise	Seat Comfort, Front/Rear	Trunk—Suitcases/Duffels	Controls
<input checked="" type="checkbox"/>	Toyota Prius Four	\$29,230	\$0.49	75	●	●	44	32/55	10.6	133	52.5	●	○	●	●/●	3+0	●
	Volkswagen Jetta Hybrid SE	\$28,055	\$0.51	75	NA	○	37	29/45	8.1	138	52.5	●	●	●	●/●	3+1	●
<input checked="" type="checkbox"/>	Hyundai Elantra SE (1.8L)	\$19,410	\$0.51	75	●	○	29	20/39	9.5	136	55.5	●	○	○	●/●	3+2	●
<input checked="" type="checkbox"/>	Kia Soul Plus	\$24,115	\$0.63	74	●	○	26	19/33	8.8	127	53.5	●	○	○	●/●	1+1	●
<input checked="" type="checkbox"/>	Toyota Prius V Three	\$28,217	\$0.48	73	●	●	41	33/47	10.7	138	55.0	○	●	○	●/●	32.0	●
<input checked="" type="checkbox"/>	Mazda3 i Grand Touring (hatch, 2.0L, MT)	\$24,040	\$0.55	73	●	●	32	24/41	8.2	133	54.0	●	○	○	●/○	2+2	○
<input checked="" type="checkbox"/>	Volkswagen Jetta TDI*	\$25,100	\$0.49	72	○	●	34	25/45	9.5	137	52.0	●	○	●	●/●	3+2	●
<input checked="" type="checkbox"/>	Mazda3 i Touring (2.0L)	\$21,740	\$0.52	72	●	●	33	23/45	8.3	133	54.5	●	○	○	●/○	2+3	●
	Ford Focus SE	\$20,280	\$0.53	72	●	●	28	18/43	9.2	141	52.5	●	●	●	●/○	3+1	○
<input checked="" type="checkbox"/>	Toyota Corolla LE Plus	\$20,652	\$0.47	71	●	●	32	23/43	9.9	138	54.5	○	●	○	●/●	3+1	●
	Ford Focus SE (hatchback)	\$22,185	\$0.56	71	●	●	28	19/39	9.3	137	52.5	●	●	●	●/○	2+1	○
	Chevrolet Cruze Eco	\$21,775	\$0.59	71	●	○	27	17/40	10.0	131	52.5	●	●	●	●/○	3+1	●
<input checked="" type="checkbox"/>	Honda Civic EX	\$21,880	\$0.49	71	●	○	30	21/40	9.6	128	53.5	●	○	○	●/○	2+3	○
	Volkswagen Jetta SE (1.8T)	\$22,610	\$0.53	70	●	○	30	21/39	8.5	137	52.0	●	○	●	●/●	4+1	●
	Chevrolet Cruze 1LT (1.4T)	\$20,530	\$0.57	70	●	○	26	17/36	9.8	139	52.0	●	●	●	●/○	3+1	●
	Chevrolet Cruze Turbo Diesel	\$27,300	\$0.56	70	NA	●	33	22/49	9.7	134	53.5	●	●	○	●/●	2+2	●
	Chevrolet Cruze LS (1.8L)	\$18,375	\$0.54	69	●	●	26	17/36	10.5	139	54.0	●	●	●	●/○	3+1	●
<input checked="" type="checkbox"/>	Scion xB	\$18,360	\$0.49	68	●	○	23	16/30	9.4	137	53.0	●	○	●	●/●	34.0	●
	Dodge Dart SXT (2.4L)	\$22,025	\$0.58	68	NA	NA	27	18/37	9.3	127	54.5	●	○	○	●/○	3+1	●
	Hyundai Elantra GT*	\$20,445	\$0.55	68	●	●	27	18/37	9.8	134	51.5	●	○	○	●/●	2+2	●
	Honda Civic Hybrid	\$25,140	\$0.47	65	●	○	40	28/50	10.9	145	52.0	●	○	○	●/○	2+2	●
	Nissan Sentra SV	\$20,570	\$0.55	65	●	●	29	21/38	9.7	129	55.5	○	○	○	●/●	3+2	●
	Mitsubishi Lancer ES	\$17,515	\$0.54	62	NA	NA	25	17/34	9.8	144	49.5	●	●	○	●/○	3+1	●
	Fiat 500L Easy	\$24,595	\$0.59	50	●	○	27	18/37	9.5	132	51.5	●	●	●	●/●	2+2	○

MIDSIZED CARS

	MAKE & MODEL	COST		SCORE	SURVEY DATA	TEST RESULTS											
<input checked="" type="checkbox"/>	Subaru Legacy 2.5 Premium	\$24,837	\$0.58	89	●	New	26	17/39	10.2	128	55.5	●	●	●	●/●	3+1	●
<input checked="" type="checkbox"/>	Toyota Camry Hybrid XLE	\$29,052	\$0.52	87	●	●	38	32/43	7.6	133	51.0	●	●	●	●/●	3+1	●
<input checked="" type="checkbox"/>	Toyota Camry XLE (V6)	\$32,603	\$0.65	86	●	○	26	17/37	6.4	136	50.5	●	●	●	●/●	4+0	●
<input checked="" type="checkbox"/>	Honda Accord LX (4-cyl.)	\$23,270	\$0.53	85	●	●	30	21/40	7.7	136	53.0	●	●	●	●/●	3+2	●
<input checked="" type="checkbox"/>	Chevrolet Malibu 2LTZ (2.0T)	\$33,865	\$0.70	85	○	○	24	16/35	7.0	128	53.5	●	●	●	●/○	4+0	●
<input checked="" type="checkbox"/>	Honda Accord EX-L (V6)	\$30,860	\$0.65	84	○	●	26	16/39	6.3	139	52.5	●	●	●	●/●	3+2	●
<input checked="" type="checkbox"/>	Toyota Camry LE (4-cyl.)	\$24,089	\$0.53	84	●	○	28	19/38	8.6	131	53.5	●	●	●	●/●	4+0	●
<input checked="" type="checkbox"/>	Volkswagen Passat SE (1.8T)	\$27,485	\$0.62	82	●	○	28	19/39	8.6	129	52.5	●	●	●	●/●	3+1	●

RATINGS

CATEGORY LEADERS



Volkswagen Passat TDI



Chevrolet Impala



Kia Cadenza



BMW 328i

MIDSIZED
Top Fuel Economy
Toyota Camry Hybrid
Honda Accord Hybrid
Ford Fusion Hybrid
Volkswagen Passat TDI
Mazda6

Honda Accord (4-cyl.)
Chrysler 200 (4-cyl.)

Reliability Leaders
Toyota Camry
Volkswagen
Passat SE
Mazda6

LARGE
Best Overall
Chevrolet Impala
Kia Cadenza
Toyota Avalon
Hyundai Azera

LUXURY COMPACT
Fun to Drive
BMW 3 Series
Mercedes-Benz C-Class
Cadillac ATS

Great Value
Buick Regal

Midsized, Large Cars

Recommended

MIDSIZED continued

Recommended	MAKE & MODEL	COST		SCORE	SURVEY DATA		Overall MPG	TEST RESULTS								
		Price as tested	\$/Mile		Road Test	Predicted Reliability	Owner Satisfaction	City/Hwy MPG	Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	AM Speed, MPH	Routine Handling	Ride Comfort	Noise		
<input checked="" type="checkbox"/>	Ford Fusion SE (1.5T)	\$27,720	\$0.63	81			24	16/34	9.2	125	52.5					3+2
<input checked="" type="checkbox"/>	Chevrolet Malibu 1LT (2.5L)	\$26,030	\$0.58	81			26	17/38	8.1	135	52.0					4+0
	Nissan Altima 3.5 SL	\$31,610	\$0.69	80			24	16/35	6.3	133	52.0					3+1
<input checked="" type="checkbox"/>	Ford Fusion SE Hybrid	\$28,290	\$0.55	80			39	35/41	8.3	140	52.0					2+3
<input checked="" type="checkbox"/>	Mazda6 Sport	\$23,590	\$0.55	79			32	22/44	7.5	132	53.0					3+2
	Volkswagen Passat SEL Premium (V6)	\$33,720	\$0.75	79	NA		23	16/33	6.8	132	52.5					3+0
<input checked="" type="checkbox"/>	Ford Fusion Titanium (2.0T)	\$33,180	\$0.72	78			22	14/33	7.4	130	53.5					3+1
<input checked="" type="checkbox"/>	Kia Optima SX (2.0T)	\$29,050	\$0.69	78			24	16/36	6.6	142	54.0					4+1
	Hyundai Sonata SE (2.4L)	\$23,315	\$0.56	78	New	New	28	18/40	9.2	139	50.5					3+2
<input checked="" type="checkbox"/>	Volkswagen Passat TDI SE*	\$28,665	\$0.52	77			37	26/51	9.8	132	52.0					3+1
	Nissan Altima 2.5 S	\$23,410	\$0.54	77			31	21/44	8.2	140	51.5					3+2
<input checked="" type="checkbox"/>	Honda Accord Hybrid	\$29,945	\$0.53	77			40	32/47	7.7	137	52.5					2+2
<input checked="" type="checkbox"/>	Kia Optima LX (2.4)	\$21,885	\$0.58	77			25	18/34	8.6	143	56.0					4+1
	Chrysler 200 C (V6)	\$33,620	\$0.74	66	New	New	25	15/42	6.9	138	51.5					3+1
	Hyundai Sonata Hybrid	\$26,695	\$0.54	65			33	24/40	9.1	148	50.0					3+1
	Chrysler 200 Limited (4-cyl.)	\$25,790	\$0.60	63	New	New	30	19/44	9.8	130	53.5					3+1

LARGE CARS

	MAKE & MODEL	COST		SCORE	SURVEY DATA		TEST RESULTS								
<input checked="" type="checkbox"/>	Chevrolet Impala 2LTZ (3.6)	\$39,110	\$0.79	91			22	14/34	6.9	130	54.0				4+2
	Chevrolet SS	\$47,170	\$0.98	87	NA	NA	17	12/23	5.1	118	56.0				3+1
	Chrysler 300 Limited (V6)	\$38,335	\$0.79	83			22	15/32	7.4	137	50.0				3+1
<input checked="" type="checkbox"/>	Kia Cadenza	\$39,030	\$0.83	83			22	14/33	7.2	132	51.5				3+2

RATINGS

Large Cars, Luxury Compacts, Luxury Convertibles

Recommended



LARGE CARS continued

Recommended	MAKE & MODEL	COST		SCORE	SURVEY DATA		Overall MPG	TEST RESULTS									
		Price as Tested	\$/Mile		Road Test	Predicted Reliability		City/Hwy MPG	Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	AM Speed, MPH	Routine Handling	Ride Comfort	Noise	Seat Comfort, Front/Rear	Trunk—Suitcases+Duffels	Controls
	Chrysler 300 C*	\$44,730	\$0.92	82	●	●	18	12/29	6.2	134	50.0	●	●	●	●/●	3+1	●
<input checked="" type="checkbox"/>	Nissan Maxima 3.5 SV	\$33,700	\$0.75	82	●	○	22	16/29	6.2	128	52.5	●	●	●	●/●	3+2	●
<input checked="" type="checkbox"/>	Toyota Avalon Limited (V6)	\$40,670	\$0.78	81	○	○	24	16/34	7.0	132	53.5	○	○	●	●/●	3+2	●
<input checked="" type="checkbox"/>	Toyota Avalon Hybrid Limited	\$42,501	\$0.68	80	●	●	36	29/43	8.2	138	52.5	○	○	●	●/●	3+1	●
<input checked="" type="checkbox"/>	Buick LaCrosse Leather (eAssist)	\$34,935	\$0.71	80	●	●	26	18/39	9.2	130	52.0	●	●	●	●/●	2+1	●
<input checked="" type="checkbox"/>	Hyundai Azera	\$37,185	\$0.78	80	●	○	23	15/34	7.2	132	51.5	○	●	●	●/●	3+2	●
	Dodge Charger SXT Plus (V6)	\$34,510	\$0.77	78	●	●	22	15/32	7.4	134	52.0	●	●	●	●/●	3+1	●
<input checked="" type="checkbox"/>	Buick LaCrosse Premium I (V6)	\$37,555	\$0.78	76	○	○	20	13/30	7.2	137	52.5	●	●	●	●/●	3+1	●
	Ford Taurus Limited (3.5, V6)	\$37,885	\$0.78	68	○	○	21	14/31	7.2	135	50.0	○	●	●	●/●	4+2	●

LUXURY COMPACTS

	MAKE & MODEL	COST		SCORE	SURVEY DATA			TEST RESULTS										
		New	Used		New	Used		35	24/49	8.5	132	54.0	●	●	●	●/●	2+1	○
<input checked="" type="checkbox"/>	BMW 328d xDrive	\$50,475	\$0.85	86	○	●		35	24/49	8.5	132	54.0	●	●	●	●/●	2+1	○
	Mercedes-Benz C300 (AWD)	\$47,560	\$0.91	85	New	New		26	18/35	6.8	136	55.5	●	●	●	●/●	2+1	●
	BMW 328i	\$43,195	\$0.80	84	●	○		28	19/39	6.3	132	54.5	●	●	●	●/●	2+1	○
<input checked="" type="checkbox"/>	Buick Regal Premium I	\$34,485	\$0.71	83	●	○		24	15/35	7.4	125	53.5	●	●	●	●/●	3+1	●
	Acura TLX 2.4L	\$35,920	\$0.72	80	New	New		27	18/41	7.4	129	54.5	●	●	●	●/●	2+2	●
	Volvo S60 T5 Drive-E (2.0T)	\$39,925	\$0.73	80	New	●		25	16/38	7.9	128	54.0	●	○	●	●/●	3+0	●
	Cadillac ATS Luxury (turbo)	\$43,295	\$0.87	79	●	○		23	15/33	6.5	125	57.5	●	●	●	●/●	2+1	●
	Volkswagen CC Sport (2.0T)	\$32,800	\$0.71	78	●	○		26	18/35	7.5	133	52.0	●	●	●	●/●	3+1	●
	Audi A3 Premium	\$31,495	\$0.66	77	New	New		27	18/40	8.3	124	53.0	●	○	○	●/●	2+1	○
	Acura TLX SH-AWD	\$42,345	\$0.82	76	New	New		25	16/36	6.5	129	55.0	●	●	●	●/●	2+2	○
	Infiniti Q50 Premium (AWD)	\$44,855	\$0.87	75	●	●		21	14/30	5.6	126	54.0	●	○	●	●/●	2+0	○
	Audi A4 Premium Quattro	\$35,895	\$0.73	74	●	●		25	17/35	7.2	140	53.5	●	●	●	●/●	3+1	○
<input checked="" type="checkbox"/>	Buick Verano Leather (2.4)	\$27,750	\$0.61	73	●	○		24	16/33	8.5	129	54.5	●	●	●	●/●	3+2	●
	Lexus CT 200h Premium	\$32,012	\$0.62	65	●	○		40	31/47	11.0	133	54.5	●	●	○	●/●	1+1	●
	Mercedes-Benz CLA250	\$36,500	\$0.75	64	●	○		28	19/39	6.6	124	54.0	●	●	○	●/●	2+2	●
	Lexus IS 250 (AWD)	\$43,823	\$0.89	58	○	●		21	14/29	8.7	138	53.5	●	○	●	●/●	2+1	○

LUXURY CONVERTIBLES

	MAKE & MODEL	COST		SCORE	SURVEY DATA			TEST RESULTS										
<input checked="" type="checkbox"/>	Volkswagen Eos 2.0T	\$35,829	\$0.74	72	○	●		25	18/34	7.9	135	53.0	●	●	○	●/●	2+1	●
<input checked="" type="checkbox"/>	Audi A5 Premium Plus (2.0T)*	\$49,300	\$0.94	67	●	●		22	15/31	8.0	134	53.0	●	●	○	●/●	2+0	○
	Infiniti Q60 (base)	\$48,715	\$0.95	66	○	○		20	13/29	6.0	135	53.5	●	○	○	●/●	2+0	●

RATINGS

CATEGORY LEADERS



Audi A7



Lincoln MKZ



Cadillac CTS



Mercedes-Benz E250

LUXURY MIDSIZED

Best Overall

Audi A6
Infiniti Q70
Audi A7 3.0 TDI
Mercedes-Benz E350
Cadillac CTS
Lexus GS 350

Most Fuel Efficient

Lexus ES 300h
Lincoln MKZ Hybrid
Mercedes-Benz E250
Audi A7 3.0 TDI

Most Reliable

Lexus GS 350
Lexus ES

ULTRALUXURY

Best Overall

Tesla Model S
Lexus LS 460L
Hyundai Equus

SPORTS CARS

Best Overall

Porsche 911
Chevrolet Corvette

Luxury Midsized, Ultraluxury

Recommended

● Better ○ Worse

LUXURY MIDSIZED

Recommended	MAKE & MODEL	COST		SCORE	SURVEY DATA		Overall MPG	TEST RESULTS									
		Price as Tested	\$/Mile		Road Test	Predicted Reliability		City/Hwy MPG	Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	AM Speed, MPH	Routine Handling	Ride Comfort	Noise	Seat Comfort, Front/Rear	Trunk—Suitcases+Duffels	Controls
	Mercedes-Benz E250 BlueTec (AWD)	\$62,980	\$1.09	93	NA	●	30	21/41	8.3	131	54.0	●	●	●	● /○	3+1	○
<input checked="" type="checkbox"/>	Audi A6 3.0 Premium Plus Quattro	\$56,295	\$1.05	90	○	●	22	15/34	5.7	132	52.5	●	●	●	● /○	3+1	○
<input checked="" type="checkbox"/>	Infiniti Q70 (V6)	\$53,825	\$1.01	90	●	○	21	14/29	5.8	128	54.5	●	●	●	● /○	3+2	●
<input checked="" type="checkbox"/>	Audi A7 3.0 TDI	\$70,895	\$1.22	90	○	●	28	19/41	6.6	129	51.0	●	●	●	● /○	2+2	○
	Hyundai Genesis 3.8 (AWD)	\$52,450	\$1.01	89	New	●	20	13/30	7.2	129	53.0	●	●	●	● /○	3+1	●
<input checked="" type="checkbox"/>	Mercedes-Benz E350	\$57,965	\$1.11	86	●	●	21	14/31	6.3	131	51.0	●	●	●	● /○	3+1	●
<input checked="" type="checkbox"/>	Lincoln MKZ 2.0 EcoBoost	\$41,365	\$0.82	84	○	●	23	16/34	7.4	124	53.0	●	●	●	● /○	3+2	●
<input checked="" type="checkbox"/>	Lincoln MKZ Hybrid	\$41,915	\$0.78	83	○	●	34	29/38	9.2	129	53.0	●	●	●	● /○	2+2	●
	Infiniti Q70 Hybrid	\$58,655	\$1.04	83	NA	NA	25	17/33	5.6	131	52.0	●	●	●	● /○	2+1	●
<input checked="" type="checkbox"/>	Lexus GS 350	\$58,858	\$1.10	83	●	●	21	13/32	6.2	137	53.5	●	●	●	● /○	3+1	○
	Cadillac XTS Premium	\$57,200	\$1.12	82	●	○	22	14/34	7.2	128	53.0	●	●	●	● /○	4+1	●
<input checked="" type="checkbox"/>	Cadillac CTS Luxury (V6, AWD)	\$58,780	\$1.10	81	●	●	21	14/29	6.8	127	54.5	●	●	●	● /○	2+2	●
<input checked="" type="checkbox"/>	BMW 535i	\$58,375	\$1.06	81	○	●	23	15/34	6.1	137	51.5	●	●	●	● /○	3+1	●
<input checked="" type="checkbox"/>	Hyundai Equus Signature*	\$58,900	\$1.12	80	●	●	19	12/29	6.5	140	49.0	●	●	●	● /○	4+0	●
	Jaguar XF 3.0 (AWD)	\$59,645	\$1.17	80	NA	●	21	14/31	5.7	130	52.5	●	●	●	● /○	2+1	●
<input checked="" type="checkbox"/>	Lexus ES 350	\$43,702	\$0.81	78	●	●	25	17/35	6.7	139	51.5	○	●	●	● /○	3+2	○
<input checked="" type="checkbox"/>	Lexus ES 300h	\$44,017	\$0.69	77	●	●	36	28/44	8.2	140	51.0	○	●	●	● /○	3+1	○
	Acura RLX Tech	\$55,345	\$1.03	75	○	●	23	15/36	6.5	128	51.5	○	●	●	● /○	2+3	●
	Lincoln MKS (base, 3.7)	\$50,070	\$0.98	65	●	○	20	13/30	7.1	137	51.5	○	●	●	● /○	4+0	●

ULTRALUXURY

	MAKE & MODEL	COST		SCORE	SURVEY DATA		TEST RESULTS										
<input checked="" type="checkbox"/>	Tesla Model S (85 kWh)	\$89,650	NA	99	○	●	84.1	65/102	5.6	128	53.5	●	●	●	● /○	4+3	●
	Mercedes-Benz S550 (AWD)	\$114,475	\$2.01	96	●	●	18	12/28	5.1	128	51.0	●	●	●	● /○	2+3	●
<input checked="" type="checkbox"/>	Audi A8 L*	\$91,275	\$1.63	91	NA	●	21	14/30	5.5	126	52.0	●	●	●	● /○	3+1	●
<input checked="" type="checkbox"/>	Lexus LS 460L	\$82,504	\$1.30	89	●	●	21	13/32	6.2	140	48.5	●	●	●	● /○	3+2	○

RATINGS

Ultraluxury, Sports Cars

Recommended



ULTRALUXURY continued

Recommended	MAKE & MODEL	COST		SCORE	SURVEY DATA		Overall MPG	TEST RESULTS									
		Price as Tested	\$/Mile		Road Test	Predicted Reliability		City/Hwy MPG	Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	AM Speed, MPH	Routine Handling	Ride Comfort	Noise	Seat Comfort, Front/Rear	Trunk-Suitcases+Duffels	Controls
	Jaguar XJL Portfolio*	\$81,575	\$1.54	82	NA	●	19	13/27	5.5	138	52.5	●	●	●	●/●	2+1	○
	Porsche Panamera S*	\$105,110	\$1.73	81	NA	●	20	13/27	5.5	116	56.0	●	●	●	●/●	1+2	●
	BMW 750Li*	\$97,525	\$1.75	80	○	○	18	12/25	5.7	126	52.0	●	●	●	●/●	3+1	●
	Maserati Ghibli S Q4	\$89,010	NA	71	NA	NA	19	12/27	5.4	115	53.5	●	●	○	●/○	2+2	○

SPORTS CARS WITH MANUAL TRANSMISSION

Recommended	MAKE & MODEL	COSTS		SCORE	SURVEY DATA		Overall MPG	TEST RESULTS								
		Price as Tested	\$/Mile		Road Test	Predicted Reliability		City/Hwy MPG	Acceleration 0-60 MPH, Sec.	Acceleration Quarter-Mile, Sec.	Dry Braking, 60-0 MPH, Ft.	Wet Braking, 60-0 MPH, Ft.	AM Speed, MPH	Routine Handling	Ride Comfort	Noise
	BMW M235i	\$50,400	\$0.93	98	NA	NA	25	19/31	5.2	13.8	115	128	58.5	●	○	●/●
<input checked="" type="checkbox"/>	Porsche 911 Carrera S	\$110,630	\$1.78	95	○	●	23	16/32	4.1	12.4	108	119	59.5	●	●	●/●
<input checked="" type="checkbox"/>	Chevrolet Corvette Stingray 3LT	\$73,260	\$1.27	92	○	●	20	14/28	4.3	12.6	107	121	57.5	●	●	●/●
<input checked="" type="checkbox"/>	Porsche Boxster 2.7	\$59,600	\$1.06	83	●	●	23	17/30	6.1	14.5	112	128	58.0	●	○	○/○
	Volkswagen GTI Autobahn	\$31,730	\$0.67	82	New	●	29	20/39	6.6	15.2	132	144	55.0	●	○	●/●
	Mini Cooper S	\$29,945	\$0.55	81	NA	●	30	23/38	7.2	15.5	130	139	56.0	●	○	●/●
	Nissan 370Z Touring (coupe)	\$38,565	\$0.78	81	NA	○	23	17/28	5.3	13.9	120	127	58.0	●	●	●/●
	Subaru BRZ Premium	\$27,117	\$0.65	79	●	●	30	23/37	7.2	15.6	126	126	56.0	●	●	●/●
	Scion FR-S	\$25,025	\$0.60	78	●	●	30	23/37	7.2	15.5	126	127	56.5	●	●	●/●
	Mercedes-Benz SLK250	\$48,045	\$0.90	76	NA	●	26	19/34	7.0	15.2	115	130	54.0	●	○	○/○
	Subaru WRX Premium	\$29,742	\$0.70	75	New	●	26	19/33	6.0	14.5	120	128	59.0	●	●	●/●
	BMW Z4 sDrive28i	\$55,225	\$0.90	74	NA	●	28	19/38	6.1	14.7	122	130	54.5	●	●	○/○
	Ford Fiesta ST	\$24,985	\$0.59	74	NA	NA	29	21/36	7.3	15.6	118	124	57.0	●	●	●/●
	Mitsubishi Lancer Evolution GSR	\$38,078	\$0.91	72	NA	NA	21	16/25	5.8	14.5	126	136	56.0	●	●	●/●
	Ford Focus ST	\$28,270	\$0.67	72	●	○	25	19/32	6.6	15.1	122	135	53.0	●	●	○/○
	Volkswagen Jetta GLI Autobahn	\$26,835	\$0.61	70	NA	NA	27	18/39	7.2	15.6	132	144	54.5	●	○	●/●
<input checked="" type="checkbox"/>	Chevrolet Camaro coupe 2SS (V8)	\$35,425	\$0.76	66	○	●	18	12/26	5.1	13.6	129	137	55.5	●	○	●/●
	Fiat 500 Abarth	\$26,050	\$0.61	66	NA	●	28	21/34	8.0	16.1	125	126	55.5	●	●	●/●
	Hyundai Genesis Coupe Grand Touring (V6)*	\$28,375	\$0.64	64	●	●	23	16/31	6.2	14.6	138	149	54.0	●	●	●/●
<input checked="" type="checkbox"/>	Chevrolet Camaro convertible 2SS (V8, AT)	\$43,510	\$0.88	64	○	●	17	11/25	5.6	14.1	117	126	54.0	●	●	○/○
<input checked="" type="checkbox"/>	Dodge Challenger R/T (V8)	\$35,015	\$0.80	63	○	●	19	13/28	6.5	14.9	130	144	52.0	●	●	●/●
	Mitsubishi Lancer Ralliart (AT)	\$28,344	\$0.79	63	NA	NA	20	14/28	6.5	15.1	133	143	54.5	●	○	●/●
<input checked="" type="checkbox"/>	Honda Civic Si	\$23,175	\$0.57	60	●	○	29	20/39	7.1	15.5	139	149	54.5	●	●	●/●
	Chevrolet Camaro coupe 2LT (V6)	\$28,195	\$0.63	55	○	●	21	14/31	6.6	15.2	133	144	53.0	●	○	●/●

RATINGS

CATEGORY LEADERS



Subaru Outback



Nissan Rogue



Honda Odyssey



Honda CR-V

WAGONS

Best Overall
Subaru Outback
Audi Allroad

Volkswagen Tiguan
Nissan Rogue
Mazda CX-5 (2.5)
Subaru XV Crosstrek
Honda CR-V

MINIVANS

Best Overall
Honda Odyssey
Toyota Sienna

MIDSIZED
Best Three Row
Toyota Highlander
Hyundai Santa Fe

SMALL SUVs

Best Overall
Subaru Forester
Toyota RAV4

If Two Rows Will Do
Hyundai Santa Fe Sport

Wagons, Minivans, Small SUVs

Recommended

● Better ← ○ ● Worse

WAGONS (ALL-WHEEL DRIVE)

Recommended	MAKE & MODEL	COSTS		SCORE	SURVEY DATA		Overall MPG	City/Hwyway MPG	Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	AM Speed, MPH	TEST RESULTS				
		Price as Tested	\$/Mile		Road Test	Predicted Reliability						Ride Comfort	Noise	Seat Comfort, Front/Rear	Cargo Volume, Cu. Ft.	Controls
<input checked="" type="checkbox"/>	Subaru Outback 3.6R Limited	\$36,835	\$0.74	85	●	●	22	16/29	7.4	134	55.0	○	●	●/●	34.0	●
<input checked="" type="checkbox"/>	Subaru Outback 2.5 Premium	\$28,852	\$0.61	82	●	●	24	16/34	10.5	133	53.5	○	●	●/●	34.0	●
<input checked="" type="checkbox"/>	Audi Allroad 2.0T Premium	\$43,570	\$0.86	82	●	●	22	15/33	8.1	131	53.0	●	●	●/○	28.5	○
<input checked="" type="checkbox"/>	Volvo XC70	\$42,560	\$0.86	78	○	●	18	12/25	8.5	135	50.5	●	●	●/●	36.5	●
<input checked="" type="checkbox"/>	Toyota Venza (V6)	\$34,209	\$0.68	74	●	○	20	14/27	6.9	137	50.5	●	○	●/●	33.0	●
	Honda Crosstour EX-L (V6)	\$34,730	\$0.74	65	○	○	21	14/32	7.0	143	49.5	○	○	●/●	22.0	○

MINIVANS

	MAKE & MODEL	COSTS		SCORE	SURVEY DATA		21	13/31	8.4	136	47.5	TEST RESULTS					
		Price as Tested	\$/Mile		Road Test	Predicted Reliability						Ride Comfort	Noise	Seat Comfort, Front/Rear	Cargo Volume, Cu. Ft.	Controls	
<input checked="" type="checkbox"/>	Honda Odyssey EX-L	\$38,055	\$0.77	84	○	●	21	13/31	8.4	136	47.5	●	●	●/●	61.5	●	
	Mazda5 Grand Touring	\$24,820	\$0.61	83	●	○	23	15/34	9.6	139	54.0	●	●	○	●/●	39.0	●
<input checked="" type="checkbox"/>	Toyota Sienna XLE (FWD)	\$35,810	\$0.74	80	●	●	20	14/27	8.8	134	49.0	○	●	●/●	70.5	●	
	Nissan Quest SL	\$39,040	\$0.84	79	○	○	19	13/24	8.4	143	51.5	○	●	●/●	62.0	○	
<input checked="" type="checkbox"/>	Toyota Sienna XLE (AWD)	\$38,201	\$0.78	78	●	○	19	13/25	8.5	139	48.5	○	●	●/●	70.5	●	
	Ford Transit Connect XLT (2.5L)	\$28,015	\$0.64	76	NA	NA	21	15/27	10.9	132	53.0	●	○	○	●/●	61.0	●
	Chrysler Town & Country Touring-L	\$37,505	\$0.85	72	●	○	17	11/27	8.1	141	49.0	○	●	●/●	61.5	○	
	Dodge Grand Caravan R/T	\$37,295	\$0.80	72	●	○	17	11/27	8.1	141	49.0	○	●	●/●	61.5	○	

SMALL SUVs

	MAKE & MODEL	COSTS		SCORE	SURVEY DATA		26	18/35	8.7	127	52.0	TEST RESULTS				
		Price as Tested	\$/Mile		Road Test	Predicted Reliability						Ride Comfort	Noise	Seat Comfort, Front/Rear	Cargo Volume, Cu. Ft.	Controls
<input checked="" type="checkbox"/>	Subaru Forester 2.5i Premium	\$26,814	\$0.58	86	●	●	26	18/35	8.7	127	52.0	●	○	●/●	35.5	●
	Ford Escape Titanium (2.0T)	\$36,600	\$0.74	78	●	○	22	15/29	8.2	134	52.5	●	●	●/●	35.0	○
<input checked="" type="checkbox"/>	Toyota RAV4 XLE	\$26,802	\$0.56	75	●	○	24	18/31	9.0	135	51.5	●	○	●/●	37.0	●
	Ford Escape SE (1.6T)	\$28,040	\$0.62	75	●	●	22	15/31	9.9	133	52.5	●	●	●/●	35.0	●

RATINGS

Small SUVs, Midsized SUVs

Recommended

SMALL SUVs continued

Recommended	MAKE & MODEL	COSTS		SCORE	SURVEY DATA		Overall MPG	TEST RESULTS									
		Price as Tested	\$/Mile		Road Test	Predicted Reliability		City/Hwy MPG	Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	AM Speed MPH	Routine Handling	Ride Comfort	Noise	Seat Comfort, Front/Rear	Cargo Volume, Cu.Ft.	Controls
<input checked="" type="checkbox"/>	Subaru XV Crosstrek Premium	\$24,215	\$0.56	74	●	●	26	19/34	9.7	130	53.0	●	○	○	○/○	23.0	●
<input checked="" type="checkbox"/>	Volkswagen Tiguan SEL	\$37,020	\$0.78	74	○	○	21	16/27	8.5	140	53.5	●	●	○	○/○	30.0	●
<input checked="" type="checkbox"/>	Nissan Rogue SV	\$29,920	\$0.66	74	○	○	24	17/30	9.5	134	54.0	○	●	○	○/○	31.5	●
<input checked="" type="checkbox"/>	Mazda CX-5 Touring (2.5L)	\$28,090	\$0.62	74	●	●	25	19/32	10.0	133	53.5	●	○	○	○/○	33.0	●
<input checked="" type="checkbox"/>	Subaru XV Crosstrek Hybrid	\$27,132	\$0.59	74	●	●	28	21/35	10.1	131	53.0	●	○	○	○/○	23.0	●
<input checked="" type="checkbox"/>	Honda CR-V EX	\$27,500	\$0.58	73	●	●	24	18/31	9.0	134	51.5	●	○	○	○/○	36.0	○
	Hyundai Tucson GLS	\$24,920	\$0.59	71	●	●	22	16/28	9.7	129	53.0	●	○	○	○/○	25.5	●
	Jeep Cherokee Limited (V6)	\$37,525	\$0.78	71	●	●	21	14/29	7.7	133	51.5	○	○	●	○/○	31.0	●
	Kia Sportage LX	\$24,400	\$0.60	70	●	●	22	16/30	10.3	137	53.5	●	○	○	○/○	28.0	●
	Kia Sportage SX (2.0T)	\$31,440	\$0.73	68	●	●	21	15/29	7.1	135	53.5	●	●	○	○/○	28.0	●
	Nissan Juke SV	\$24,840	\$0.58	66	○	●	24	18/31	7.9	139	53.5	●	●	○	○/○	1+1	●
	Mitsubishi Outlander Sport SE	\$24,520	\$0.60	65	●	●	23	18/28	9.6	137	52.0	●	○	○	○/○	25.5	●
	Mitsubishi Outlander SE (4-cyl.)	\$27,180	\$0.64	61	NA	●	23	17/30	10.8	130	51.0	○	○	○	○/○	32.5	●
	Jeep Cherokee Latitude (4-cyl.)	\$27,490	\$0.63	58	●	●	22	15/31	10.9	138	51.5	○	○	●	○/○	31.0	●
	Jeep Patriot Latitude*	\$24,440	\$0.61	56	○	●	21	15/28	10.3	141	51.5	●	○	○	○/○	29.5	●
	Jeep Compass Latitude*	\$24,985	\$0.61	52	●	●	22	15/29	10.3	145	48.0	●	○	○	○/○	26.5	●

MIDSIZED SUVs

	MAKE & MODEL	COSTS		SCORE	SURVEY DATA		Overall MPG	TEST RESULTS									
		Price as Tested	\$/Mile		Road Test	Predicted Reliability		City/Hwy MPG	Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	AM Speed MPH	Routine Handling	Ride Comfort	Noise	Seat Comfort, Front/Rear	Cargo Volume, Cu.Ft.	Controls
<input checked="" type="checkbox"/>	Toyota Highlander Hybrid Limited	\$50,875	\$0.86	85	●	●	25	18/32	8.3	138	49.0	○	●	●	○/○	40.5	●
<input checked="" type="checkbox"/>	Toyota Highlander XLE (V6)	\$38,941	\$0.76	84	●	●	20	14/27	7.5	134	50.5	○	●	●	○/○	40.5	●
<input checked="" type="checkbox"/>	Hyundai Santa Fe GLS (V6)	\$36,290	\$0.77	81	○	●	20	14/29	7.6	133	51.0	○	●	●	○/○	40.5	●
	Mazda CX-9 Grand Touring	\$38,615	\$0.84	77	●	●	16	10/24	8.2	137	48.5	●	●	●	○/○	37.5	●
<input checked="" type="checkbox"/>	Hyundai Santa Fe Sport (4-cyl.)	\$28,370	\$0.64	73	○	○	23	17/30	9.7	132	50.5	○	●	○	○/○	35.5	●
	Nissan Pathfinder SL	\$40,470	\$0.86	72	●	●	18	13/25	7.7	137	47.0	●	●	●	○/○	39.5	●
	Honda Pilot EX-L	\$36,980	\$0.75	71	○	○	18	12/25	9.0	144	46.5	●	●	●	○/○	48.0	●
	Chevrolet Equinox LTZ (V6)	\$36,925	\$0.81	69	●	○	18	12/25	7.1	138	50.5	○	●	●	○/○	33.5	●
	GMC Terrain SLT2 (V6)	\$36,675	\$0.81	69	●	○	18	12/25	7.1	138	50.5	○	●	●	○/○	33.5	●
	Chevrolet Equinox 1LT (4-cyl.)	\$26,350	\$0.63	68	●	○	21	14/30	10.7	138	50.0	●	●	●	○/○	33.5	●
	GMC Terrain SLE1 (4-cyl.)	\$26,745	\$0.63	68	●	○	21	14/30	10.7	138	50.0	●	●	●	○/○	33.5	●
	Ford Explorer XLT (V6)	\$39,275	\$0.89	67	○	○	18	12/26	7.9	135	49.5	○	●	●	○/○	42.0	●
	Dodge Journey Limited (V6)	\$36,975	\$0.85	64	●	●	16	11/25	8.1	139	50.0	○	●	●	○/○	37.0	●
	Nissan Xterra S	\$28,000	\$0.68	61	●	●	17	12/23	7.7	135	50.0	○	●	●	○/○	45.5	●
	Toyota 4Runner SR5 (V6)	\$37,425	\$0.76	55	●	●	18	12/24	7.7	131	48.0	●	●	●	○/○	44.5	●
	Jeep Wrangler Unlimited Sahara	\$36,340	\$0.77	20	●	●	17	12/22	8.9	151	45.0	●	●	●	○/○	34.5	○

RATINGS

CATEGORY LEADERS



Dodge Durango



Mercedes-Benz GLK



Chevrolet Tahoe



Porsche Macan

LARGE SUVs

Family Friendly

Dodge Durango
Chevrolet Traverse
GMC Acadia
Ford Flex

To Tow and Haul

Dodge Durango
Chevrolet Tahoe/GMC Yukon
Chevrolet Suburban/GMC
Yukon XL

LUXURY COMPACT SUVs

Best Overall

BMW X3

Mercedes-Benz GLK
Audi Q5
Acura RDX
BMW X1

Fun to Drive

Porsche Macan
BMW X3

MIDSIZED/LARGE SUVs

Best Overall

Lexus RX
BMW X5
Acura MDX

Large SUVs, Luxury Compact SUVs

Recommended

LARGE SUVs

Recommended	MAKE & MODEL	COSTS		Score	SURVEY DATA		Overall MPG	TEST RESULTS									
		Price as Tested	\$/Mile		Road Test	Predicted Reliability		City/Hwyway MPG	Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	AM Speed MPH	Routine Handling	Ride Comfort	Noise	Seat Comfort, Front/Rear	Cargo Volume, Cu. Ft.	Controls
<input checked="" type="checkbox"/>	Dodge Durango Limited (V6)	\$43,525	\$0.96	83	○	●	18	12/25	8.3	134	48.0	○	●	●	●/○	44.0	●
<input checked="" type="checkbox"/>	Chevrolet Traverse LT	\$39,920	\$0.83	77	●	○	16	11/23	7.9	141	50.0	●	●	●	●/○	48.5	●
<input checked="" type="checkbox"/>	GMC Acadia SLT2	\$41,315	\$0.85	77	○	○	16	11/23	7.9	141	50.0	●	●	●	●/○	48.5	●
	Chevrolet Suburban LTZ	\$69,790	\$1.36	74	New	●	16	10/23	7.9	139	47.0	●	●	●	●/○	62.5	●
<input checked="" type="checkbox"/>	Ford Flex SEL	\$38,460	\$0.86	71	○	●	18	12/25	8.5	141	48.0	○	●	●	●/○	47.5	●
	GMC Yukon XL SLT	\$67,370	\$1.32	67	New	●	16	10/23	7.9	139	45.0	●	○	●	●/○	62.5	●
	Chevrolet Tahoe LT	\$60,100	\$1.21	67	○	●	16	10/23	7.7	136	45.0	●	○	●	●/○	47.5	●
	GMC Yukon SLT	\$62,125	\$1.24	67	○	●	16	10/23	7.7	136	45.0	●	○	●	●/○	47.5	●
	Ford Expedition EL Limited	\$63,080	\$1.30	61	New	New	14	10/19	7.2	136	45.0	●	●	○	●/○	71.0	○
	Toyota Sequoia Limited (5.7)	\$54,005	\$1.05	60	●	○	15	10/21	7.1	146	47.0	○	●	●	●/○	61.0	●
	Nissan Armada Platinum	\$55,400	\$1.18	59	NA	●	13	9/18	7.2	142	48.0	●	○	●	●/○	58.5	●

LUXURY COMPACT SUVs

	MAKE & MODEL	COSTS		Score	Survey Data			TEST RESULTS									
		Price as Tested	\$/Mile					Road Test	Predicted Reliability	Owner Satisfaction	Overall MPG	City/Hwyway MPG	Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	AM Speed MPH	Routine Handling	Ride Comfort
	Porsche Macan S	\$63,290	\$1.18	85	New	New	19	13/26	6.4	130	51.0	●	●	●	●/○	29.0	○
<input checked="" type="checkbox"/>	BMW X3 xDrive28i (2.0T)	\$44,595	\$0.83	82	○	●	23	16/30	7.3	130	53.0	●	○	●	●/○	33.0	○
<input checked="" type="checkbox"/>	Mercedes-Benz GLK350	\$44,995	\$0.93	79	●	●	21	14/29	6.1	130	50.0	●	○	●	●/○	32.0	●
<input checked="" type="checkbox"/>	Audi Q5 Premium Plus (2.0T)	\$41,075	\$0.83	78	○	●	21	14/29	7.9	130	52.0	●	○	●	●/○	32.0	○
<input checked="" type="checkbox"/>	Acura RDX	\$36,605	\$0.77	77	○	●	22	14/31	6.6	132	51.0	○	○	●	●/○	31.5	●
	Audi Q3 Premium Plus	\$40,125	\$0.74	77	New	New	22	15/31	8.4	132	51.5	●	●	●	●/○	24.5	○
<input checked="" type="checkbox"/>	BMW X1 xDrive28i (2.0T)	\$38,795	\$0.78	77	○	○	23	16/32	6.8	133	52.5	●	○	●	●/○	26.0	○
<input checked="" type="checkbox"/>	Volvo XC60 T6	\$42,245	\$0.90	71	○	○	17	11/24	7.4	132	52.5	●	○	●	●/○	32.5	○
	Lincoln MKC Reserve	\$46,485	\$0.92	71	New	New	19	13/27	7.8	125	54.0	○	○	●	●/○	30.5	○
	Mercedes-Benz GLA250	\$42,210	\$0.84	70	New	New	26	19/35	6.9	128	54.5	●	○	○	●/○	23.0	●
	Buick Encore Leather	\$30,555	\$0.64	69	○	○	23	16/32	11.0	127	55.0	○	●	●	●/○	26.0	●

RATINGS

Luxury Compact SUVs, Luxury Midsized/Large SUVs, Pickups

Recommended

Better  Worse

LUXURY COMPACT SUVs continued

Recommended	MAKE & MODEL	COSTS		SCORE	SURVEY DATA		TEST RESULTS										
		Price as Tested	\$/Mile		Road Test	Predicted Reliability	Owner Satisfaction	Overall MPG	City/Hwy MPG	Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	AM Speed, MPH	Routine Handling	Ride Comfort	Noise	Seat Comfort, Front/Rear	Cargo Volume, Cu. Ft.
	Mini Cooper Countryman S	\$32,500	\$0.62	68	●	○	26	19/33	8.3	135	54.5	●	○	○	○/○	19.5	●
	Cadillac SRX Luxury	\$43,085	\$0.93	67	○	○	18	12/26	7.1	135	52.5	●	○	○	○/○	28.5	●
	Land Rover Range Rover Evoque Pure*	\$45,745	\$0.93	61	NA	○	21	14/29	7.2	132	50.0	●	○	○	○/○	25.5	●

LUXURY MIDSIZED/LARGE SUVs

	MAKE & MODEL	COSTS		SCORE	SURVEY DATA		TEST RESULTS										
<input checked="" type="checkbox"/>	Lexus RX 450h	\$53,576	\$0.94	88	●	○	26	22/31	7.7	135	54.0	●	○	○	○/○	33.5	●
<input checked="" type="checkbox"/>	BMW X5 xDrive35i	\$70,050	\$1.19	84	○	○	21	14/28	7.4	137	52.0	●	○	○	○/○	34.5	●
	Mercedes-Benz GL350 BlueTec	\$73,020	\$1.28	82	●	○	20	14/28	8.2	136	44.5	○	○	○	○/○	47.0	○
	Jeep Grand Cherokee Limited (diesel)	\$49,780	\$0.96	82	●	○	24	17/32	8.6	132	50.5	○	○	○	○/○	36.5	●
<input checked="" type="checkbox"/>	Acura MDX Tech	\$49,460	\$0.95	81	○	○	20	13/29	7.2	136	52.0	○	○	○	○/○	34.0	●
<input checked="" type="checkbox"/>	Lexus RX 350	\$47,381	\$0.90	80	●	○	21	15/27	7.3	136	50.5	●	○	○	○/○	33.5	●
	Land Rover Range Rover HSE (3.0L)	\$88,545	\$1.67	80	NA	NA	17	12/21	6.7	137	48.5	○	○	○	○/○	34.5	○
<input checked="" type="checkbox"/>	Volkswagen Touareg TDI Sport	\$49,505	\$0.98	79	○	○	24	17/31	8.4	135	52.0	●	○	○	○/○	34.5	●
	Infiniti QX60 (3.5L)	\$51,920	\$0.98	79	●	○	19	13/26	8.3	137	47.0	○	○	○	○/○	39.0	●
	Jeep Grand Cherokee Limited (V6)	\$41,375	\$0.93	78	●	○	18	12/24	8.0	134	50.0	○	○	○	○/○	36.5	●
<input checked="" type="checkbox"/>	Porsche Cayenne (V6)	\$63,805	\$1.23	78	●	○	19	14/26	7.8	134	50.0	●	○	○	○/○	33.0	●
<input checked="" type="checkbox"/>	Buick Enclave CXL	\$43,260	\$0.89	77	○	○	15	10/24	7.9	142	50.0	●	○	○	○/○	44.0	●
	Mercedes-Benz ML350	\$56,960	\$1.15	75	●	○	18	13/25	6.8	138	48.0	●	○	○	○/○	37.5	○
	Land Rover Range Rover Sport HSE (3.0L)	\$74,040	\$1.45	74	NA	○	18	13/23	6.5	137	49.5	●	○	○	○/○	31.5	●
	Infiniti QX70*	\$51,635	\$1.01	72	NA	○	18	13/24	6.8	133	51.0	●	○	○	○/○	25.5	●
<input checked="" type="checkbox"/>	Lexus GX 460	\$58,428	\$1.12	70	●	○	17	12/24	7.5	136	48.0	○	○	○	○/○	36.5	●
	Toyota Land Cruiser	\$67,707	\$1.27	68	NA	○	14	10/20	7.3	140	46.0	○	○	○	○/○	43.0	●
<input checked="" type="checkbox"/>	Infiniti QX80	\$63,395	\$1.24	68	●	○	15	11/21	6.9	139	48.0	●	○	○	○/○	49.5	●
	Lincoln MKX (3.7)	\$50,235	\$0.98	67	○	○	18	12/24	7.6	138	49.5	●	○	○	○/○	36.5	●

PICKUP TRUCKS

Recommended	MAKE & MODEL	COSTS		SCORE	SURVEY DATA		TEST RESULTS										
		Price as Tested	\$/Mile		Road Test	Predicted Reliability	Owner Satisfaction	Overall MPG	City/Hwy MPG	Acceleration 0-60 MPH, Sec.	Dry Braking, 60-0 MPH, Ft.	AM Max. Speed, MPH	Routine Handling	Ride Comfort	Noise	Seat Comfort, Front/Rear	Driving Position
	Ram 1500 Big Horn (V6, diesel)	\$49,155	\$0.95	82	NA	NA	20	14/27	9.5	143	47.0	●	○	○	○/○	○	●
	Ram 1500 Big Horn (5.7L V8)	\$42,810	\$0.92	81	●	○	15	10/21	7.1	141	47.0	●	○	○	○/○	○	●
	Chevrolet Silverado 1500 LT (5.3L V8)	\$42,070	\$0.91	80	●	○	16	11/23	7.5	138	45.5	○	○	○	○/○	○	●
	GMC Sierra 1500 SLT (5.3L V8)	\$43,200	\$0.88	80	●	○	16	11/23	7.5	138	45.5	○	○	○	○/○	○	●
<input checked="" type="checkbox"/>	Nissan Frontier SV (V6)	\$30,110	\$0.73	71	○	○	15	11/21	7.9	142	50.0	○	○	○	○/○	○	●
	Nissan Titan SV (5.6L V8)	\$36,905	\$0.87	65	NA	●	14	10/19	7.2	142	46.5	○	○	○	○/○	○	●
	Toyota Tundra SR5 (5.7L V8)	\$34,738	\$0.81	63	●	○	15	10/20	6.7	153	44.5	○	○	○	○/○	○	●
	Toyota Tacoma (V6)	\$33,119	\$0.77	49	○	○	17	13/21	7.9	139	47.0	●	●	○	○/○	○	●

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USED2015

Used CARS

FIND A GOOD, CHEAP RIDE

Ten years of reliability data showed that the 2008 Mazda3 s and 2005 Honda CR-V hit the sweet spot for less than \$10K.

CHECK FOR RECALLS

Before buying a used car, be sure all recall work has been performed.

LOOK UNDER THE HOOD

But don't stop there. Giving a car close scrutiny, headlights to tailpipe, could save you from driving home a disaster.

CHOOSE THE RIGHT YEAR

Reliability varies by year, so don't make assumptions based only on a model's reputation.

GET THE PERFECT PREOWNED

CR's auto experts tell you why buying a car that's been around the block is a wise choice—and what to do before taking it home. Story on page 80.

Used Cars We Recommend to Family and Friends

Whether you have \$10,000 or \$25,000, there's a safe, reliable ride that's right for you

NEED NEW WHEELS but have a tight budget?

Consumer Reports has long advocated buying used as a way to get the biggest bang for your buck. It's simple math: After one year, a new car has depreciated 27 percent of its sticker price; after three years, it's worth barely half of its sticker. When someone else takes the depreciation hit on the car, you benefit.

But picking out a good used car from a sea of bad ones has never been easy. You want to buy one that's reliable, affordable, and equipped with modern safety features. Add in the desire to avoid a car that has been damaged in an accident or a natural disaster, and the process can feel overwhelming.

It doesn't have to be. We've created this handy guide to help you find the small cars, sedans, and SUVs that are most likely to fulfill your needs without breaking down and soaking you in repair bills.

Every vehicle on this list performed well in our tests when it was new and has had above-average reliability for the model years shown, based on our latest Annual Auto Survey. Each also came standard with electronic stability control (ESC), unless otherwise noted. Consider these the used cars we'd recommend to our family and friends.

LESS THAN \$10,000

SMALL CARS

(with available ESC)

Mazda3 s (2008)

Pontiac Vibe (2005-08)

Volkswagen Rabbit (2007-09)

The Mazda3 has everything most shoppers want in a small car: reliability, fuel efficiency, a fun-to-drive attitude, an interior that feels upscale for the price, and seats that won't leave your back and behind screaming. The Vibe is a reliable and roomy compact hatchback similar to the Toyota Matrix. The Rabbit

hatchback is an alternative for shoppers who want a sporty, European driving experience and richer interior materials.

SEDANS

Acura TL (2005)

Acura TSX (2005)

Toyota Avalon (2005)

Hyundai Sonata 4-cyl. (2006-08)

Kia Optima 4-cyl. (2007-08)

You can stick to your budget and still get a reliable luxury car if you choose the slick-handling Acura TL or the coddling and

cavernous Avalon (with optional ESC). The TSX is a smaller but sportier alternative based on the European Honda Accord, and the economical Sonata and Optima deliver roominess and reliability in slightly newer packages.

SUVs

Honda CR-V (2005)

Mitsubishi Outlander (2007)

Honda Pilot (2005)

Standard ESC and curtain air bags, combined with near-minivan levels of space, make the reliable CR-V a can't-miss prospect. Need three rows in a pinch? Consider the



USED CARS

Outlander and its handy split tailgate. For even more room, check out the eight-seat Honda Pilot with its smooth V6 acceleration and carlike handling.

\$10,000 TO \$15,000

SMALL CARS

Subaru Impreza (2010)

Kia Soul (2010-12)

Standard all-wheel drive, the availability of hatchback and sedan body styles, and a rear seat with room for three adults contribute to the Impreza's versatility. The boxy—yet stylish—Soul has tons of features for a small car and an expansive cargo space, making it a smart choice for recent grads.

SEDANS

Infiniti G35 (2006-07)

Acura RL (2005-06)

The G35 is exhibit A in how to blend sporty handling with interior refinement. For less of a racetrack feel, the RL's all-wheel-drive traction, luxurious interior, and reliability make it a wise choice, once you get past its plain looks.

SUVs

Acura MDX (2005-06)

Toyota Highlander V6 (2005-07)

The MDX's quiet interior and responsive handling put an enjoyable spin on family-friendly vehicles, showing why it's the standard for three-row crossover SUVs. The rock-solid reliable Highlander is a slightly smaller package, but for some it's a handier size.

\$15,000 TO \$20,000

SMALL CARS

Toyota Prius (2010-13)

Hyundai Elantra (2013-14)

Honda Civic (2013-14)

The Prius has always proved that you don't have to give up space or ride comfort to get stellar gas mileage, and the redesigned 2010 model brought a quieter engine and standard electronic stability control. Lots of features for the money, a roomy backseat, and responsive handling make the Elantra a great deal. Go for a 2013 or newer Civic to

get its much-needed interior, braking, and suspension upgrades.

SEDANS

Honda Accord (2008-12)

Toyota Camry (2010-12)

Lexus ES (2007-08)

A cavernous backseat, Honda's usually responsive reflexes, and 23 mpg (25 mpg in 2011-12) from the four-cylinder engine make the Accord a perennial crowd pleaser. Ample room for five adults and stellar reliability make the Camry a no-brainer choice. The similar ES takes the Camry formula and adds luxury appointments, road-trip-worthy front seats, and a hushed cabin.

SUVs

Lexus RX (2006-08)

Toyota RAV4 (2009-11)

The RX is the go-to upscale SUV for used-car buyers, with its almost-never-leave-you-stranded reliability, plush seats, and a luxury ride. The hybrid offers that plus 23 mpg overall. The RAV4 is the rare small SUV to offer a V6 engine. It's a budget hot rod, and some came with a kid-friendly third-row seat.

\$20,000 TO \$25,000

SEDANS

Toyota Camry Hybrid (2012-13)

Infiniti M (2009)

With its composed ride and handling, and class-leading 38 mpg, we think the Hybrid is the best Camry available. The Infiniti M is reliable, luxurious, and fun to drive, whether it's powered by the strong V6 or snorting-bull V8.

SUVs

Lexus GX (2006-07)

Nissan Murano (2011-12)

Toyota Highlander Hybrid (2009)

A rock climber in a tux, the GX takes the off-road capability of a Toyota 4Runner and wraps it in Lexus luxury. The Murano has long been one of our favorite SUVs, with secure handling and a rich interior. The roomy three-row Highlander Hybrid delivers compact-car fuel economy and Lexus-like refinement—at a nonluxury price.

The Worst of the Worst Used Cars

These models, listed alphabetically, are the worst of the worst. They have multiple years of much-worse-than-average overall reliability, based on 2005-14 models, according to our Annual Auto Survey. Assessment for each is based on at least three model years of data.

BMW 330i, 335i

Buick Enclave

Buick Terraza

Chevrolet Cruze (1.4T)

Chevrolet Uplander, Venture

Chrysler PT Cruiser

Chrysler Town & Country

Dodge Grand Caravan

Dodge Journey

Dodge Ram 2500 and 3500 (diesel)

Ford F-250 and F-350 (diesel)

Ford Fiesta

GMC Acadia

Jeep Wrangler (4-door)

Kia Sedona

Mercedes-Benz GL-Class

Mini Cooper S

Mini Countryman

Nissan Pathfinder

Saturn Outlook

Saturn Relay

Volkswagen CC

Volkswagen GTI

Volkswagen Tiguan



CHEVROLET CRUZE



MINI COUNTRYMAN



Reliable Used Cars for Every Budget

Here are the best 2005-14 models, so you can buy the newest used vehicle with the most up-to-date safety features. To help, we show the first year that each model offered electronic stability control (ESC).

Make & Model	Under \$10,000	\$10,000-\$15,000	\$15,000-\$20,000	\$20,000-\$25,000	ESC ('05-'14)	
	Opt. From	Std. From				

CARS: SUBCOMPACT AND COMPACT

Ford Focus Sedan	'05, '07-08	'10-11	—	—	'09	'10
Honda Civic Sedan	'05-07	'08-11	'13-14	—	'09	'12
Honda Fit	'07-08	'09-12	'13	—	'09	'11
Hyundai Elantra Sedan	—	—	'13-14	—	'08	'11
Kia Forte	—	'12	'13	—	—	All
Kia Soul	—	'10-12	'13-14	—	—	All
Mazda3 (2.0L)	'08	'10-12	'13-14	—	'07	'11
Mazda3 (2.5L)	—	'09-10	'11-13	—	'07	'11
Nissan Leaf	—	'11	'12	'14	—	All
Pontiac Vibe	'05-08	'09-10	—	—	'05	'09
Scion tC	'05-07	—	—	—	—	'11
Scion xB	'05-06	'08-11	'12-13	—	—	All
Scion xD	—	'10	—	—	'08	'10
Subaru Impreza	—	'10	'11, '13	'14	'08	'09
Toyota Corolla	'05-08	'09-11	'12-14	—	'05	'10
Toyota Matrix	'05-08	'09-10	—	—	'05	'10
Toyota Prius	'05-07	'08-09	'10-13	'14	'05	'10
Toyota Yaris	'07-10	'12	—	—	—	'10
Volkswagen Golf	—	'10-11	—	—	'05	'10
Volkswagen Golf TDI	—	—	'11-12	—	'05	'10
Volkswagen Jetta Sedan (4-cyl, 5-cyl.)	'08	'09-12	'13	—	'05	'09
Volkswagen Rabbit	'07-09	—	—	—	'07	'09

Make & Model	Under \$10,000	\$10,000-\$15,000	\$15,000-\$20,000	\$20,000-\$25,000	ESC ('05-'14)	
	Opt. From	Std. From				

CARS: MIDSIZED AND LARGE

Ford Fusion (4-cyl.)	'06, '08	'09	'12	—	'09	'10
Ford Fusion (V6, FWD)	'06-07	'08-09	—	—	'09	'10
Ford Fusion Hybrid	—	—	'10-11	'12	—	All
Honda Accord Hybrid	—	'07	—	—	—	'06
Honda Accord Sedan (4-cyl.)	'05-06	'07-09	'10-12	'13-14	—	'08
Honda Accord Sedan (V6)	'05-06	'07	'08-11	'12	—	'06
Hyundai Azera	'07	—	—	—	—	All
Hyundai Genesis Sedan	—	—	'09	'11	—	All
Hyundai Sonata (4-cyl.)	'06-08	—	'12-13	'14	—	'06
Kia Optima (4-cyl.)	'07-08	—	'11	'14	—	'06
Mazda6	'08	'09-11	'12	—	'05	'09
Mercury Milan (4-cyl.)	'06, '08-09	—	—	—	'09	'10
Mercury Milan (V6, FWD)	'06-08	'09	—	—	'09	'10
Mercury Milan Hybrid	—	—	'10-11	—	—	All
Nissan Altima Hybrid	—	'08-09	—	—	—	All
Nissan Altima Sedan (4-cyl.)	'06-07	'08	'12	—	—	'10
Nissan Altima Sedan V6	—	'07-08, '10	—	—	'07	'10
Nissan Maxima	—	—	—	'12-13	'05	'09
Subaru Legacy (4-cyl.)	—	'10	'11-12	'13-14	'07	'09

USED CARS



Make & Model	Under \$10,000	\$10,000-\$15,000	\$15,000-\$20,000	\$20,000-\$25,000	ESC ('05-14)	
	Opt. From	Std. From				

CARS: MIDSIZED AND LARGE continued

Subaru Legacy (6-cyl.)	—	—	'11	'12-13	'07	'09
Toyota Avalon	'05	'06-08	'09-10	'11	'05	'09
Toyota Camry (4-cyl.)	'05-06	'07-08, '10	'11-12	'13-14	'05	'10
Toyota Camry (V6)	'05-06	'07-09	"10-11	"12-13	'05	'10
Toyota Camry Hybrid	—	'07-09	"10-11	"12-13	—	All

CARS: LUXURY

Acura ILX	—	—	—	'13-14	—	All
Acura RL	—	'05-06	'08	—	—	All
Acura TL	'05	'06-07	'08	'09-11	—	All
Acura TSX	'05	'06-08	'09-10	"11-12	—	All
Audi A6 (V6)	—	'07	'08	—	—	All
BMW 328i (RWD)	—	—	'09	'11	—	All
Buick Verano	—	—	'12	'14	—	All
Infiniti G Sedan (AWD)	—	'06-07	'08-09	"10-11	—	All
Infiniti G Sedan (RWD)	—	'07	'08-09	"10-12	—	All
Infiniti M	—	'06	'07-08	'09	—	All
Lexus ES	—	'05-06	'07-08	'09-10	'05	'07
Lexus GS (V6)	—	—	'06-07	'08	—	All
Lexus IS 250 Sedan	—	—	—	'09-11	—	All
Lexus IS 300, 350 Sedan	—	'05-06	'07-08	—	'05	'06
Lexus LS	—	—	'05-06	—	—	All
Lincoln MKZ (V6)	—	'08-09	"10-11	'12	—	'09
Lincoln MKZ Hybrid	—	—	—	"11-12	—	All
Mercedes-Benz E-Class Sedan (V6)	—	—	'07-08	—	—	All

SPORTS CARS/CONVERTIBLES

BMW Z4	—	'05	'06-07	—	—	All
Ford Mustang (V8)	—	'05-06	'07	'10	—	'10
Honda Civic Si	—	'06-09	'12	'13	—	'07
Honda S2000	—	—	'06-07	—	—	'06
Lexus SC	—	—	—	'05-06	—	All
Mazda MX-5 Miata	—	'06-09	"10-11	"12-13	'06	'12
Nissan Z	—	'05-06	—	'10	'05	'10

WAGONS AND MINIVANS

Honda Crosstour	—	—	"10-11	'12	—	All
Subaru Outback (4-cyl.)	—	—	'09-11	'12	'07	'09
Subaru Outback (6-cyl.)	—	—	'10	'11	'05	'09
Toyota Prius V	—	—	—	"12-13	—	All
Toyota Sienna (FWD)	—	'06, '08	'09-10	"11-12	'05	'08

Make & Model	Under \$10,000	\$10,000-\$15,000	\$15,000-\$20,000	\$20,000-\$25,000	ESC ('05-14)	
	Opt. From	Std. From				

WAGONS AND MINIVANS continued

Toyota Venza (V6)	—	—	'09	"10-12	—	All
Volvo XC70	—	—	'07	'08	'09	'05, '07

SUVs: SMALL

Chevrolet Equinox (4-cyl.)	—	—	'12	"13-14	—	All
Ford Escape Hybrid	—	—	'09	'10	—	'09
GMC Terrain (4-cyl.)	—	—	—	'12	—	All
Honda CR-V	'05	'06-09	"10-11	'13	—	All
Hyundai Tucson	'05, '07	—	'11	'14	—	All
Kia Sportage	'06-07	'09	—	'13	—	All
Mazda CX-5	—	—	—	'14	—	All
Mercury Mariner Hybrid	—	'09	'10	—	—	'09
Mitsubishi Outlander	'07	'08, '10	"11, '13	—	—	'07
Nissan Rogue	—	'10	"11-13	—	—	All
Subaru Forester (nonturbo)	—	—	'10	"11-13	'07	'09
Subaru XV Crosstrek	—	—	—	'13	—	All
Toyota RAV4 (4-cyl.)	'05	'09	"10-11	"12-13	—	All
Toyota RAV4 (V6)	—	'08	"09-11	'12	—	All

SUVs: MIDSIZED AND LARGE

Acura MDX	—	'05-06	'07	'08-09	—	All
Acura RDX	—	'07	'08-09	"10-11	—	All
Honda Pilot	'05	'06-07	'08	'11	'05	'06
Lexus GX	—	—	—	'06-07	—	All
Lexus RX	—	'05	'06-08	'09	—	All
Lexus RX Hybrid	—	'06	'07	'08	—	All
Nissan Murano	—	—	—	"11-12	'05	'09
Nissan Xterra	—	—	"10-12	—	—	All
Toyota 4Runner (V6)	—	'05-06	"07-08	'09	—	All
Toyota Highlander (V6)	—	'05-07	'08	"09-10	—	All
Toyota Highlander Hybrid	—	'06-07	'08	'09	—	All
Toyota Sequoia	—	'06	'07	'08	—	All

PICKUP TRUCKS

Honda Ridgeline	—	'06	'07-09	"10-11	—	All
Nissan Frontier	—	—	'11	"12, '14	'05	'12
Toyota Tacoma (V6, 4WD)	—	—	'05-07	"08-10	'05	'09
Toyota Tundra (V8, 4WD)	—	'05	'06-07	"08-09	'05	'09



Used-Car Disasters

Don't get stuck buying somebody else's problems

It's every used-car buyer's nightmare: Getting a rebuilt wreck despite doing extensive research.

That's because they're difficult to spot. Even buying a model known for reliability is no guarantee that it won't have problems. That's what Deborah Boulet of Canterbury, Conn., found when she bought a used 2011 Mazda3 and discovered water leaking into its trunk on the day she took delivery. Upon further investigation, her attorney found that the car had been hit by a snowplow and shoddily repaired. Now towels soak up the water as Boulet fights a legal battle to get the dealership to buy back her car. "I don't trust this car at all anymore, and I drive it as little as possible," she said. "It's been a nightmare."

According to Carfax, a service that provides vehicle history reports, about 20 percent of cars on the road have some sort of accident damage.

But a 2009 Consumer Reports investigation showed that reports from Carfax and its main competitor, AutoCheck, can't catch everything. Differing state laws governing salvage titles allow for loopholes big enough to drive a rebuilt wreck through. Often, even when a car's title is conspicuously labeled as salvaged, consumers such as Boulet never see it. Ask to see the title before you buy a used car, and be especially wary of any car with a "lost" title.

Though there is no substitute for hiring your own mechanic to inspect any car you're serious about buying, look for these tell-tale signs first to thin the herd:

- **THE CLOSE-UP** Inspect each body panel for scratches, dents, or rust. Masking-tape marks under windowsills or fender edges indicate paintwork.

- **STRAIGHT AND NARROW** Uneven panel gaps around the fenders, doors, hood, and trunk can indicate shoddy repair.

- **BLEND WELL** Be sure the paint color and finish are uniform, and check inside doorjambs for dull-looking overspray.

- **ATTRACTIVE PERSONALITY** Run a magnet along doors and fenders. If it doesn't pull toward the car, there may be body filler under the paint, indicating body repairs.

- **CRYSTAL CLEAR** Check for moisture fogging in the lights.

- **TREAD LIGHTLY** Make sure the tires have even tread wear. New tires may hide problems.

- **RUST BUCKET** A coating of rust on bolts or hinges inside the doorjamb is a clue that the car may have been submerged.

- **SNIFF TEST** A musty, moldy smell in the interior or trunk could indicate water damage.

- **CHECK THE TAILPIPE** Black, greasy residue inside means the engine is burning oil.

Used Models to Avoid

These 2005-14 models have a record of below-average overall reliability. They're listed alphabetically by make and model.

Audi A4 '05-06, '09-10; A5 '10-11; Q5 (4-cyl.) '11

BMW 325Ci '06; 325i (AWD) '06; 325i (RWD) '05-06; 328i (AWD) '07; 328i (RWD) '07-08, '12; 330Ci '06; 330i '06; 335Ci '07-09, '11; 335d '11; 335i '07-09, '14; 5 Series (6-cyl.) '06-07, '09; 535i '08, '10; 550i '11; 7 Series '13; X3 (6-cyl.) '05, '07, '11-12; X5 (6-cyl.) '11; X5 (diesel) '12

Buick Enclave '08-'11; LaCrosse (V6) '08, '10-11; Lucerne '08-09; Regal '11, '13; Rendezvous '05-06; Terraza '05-07

Cadillac ATS (4-cyl., turbo) '13; CTS (V6) '05-06; CTS Coupe (V6) '13; DTS '10; Escalade '07-08; SRX '10-11, '13; STS '06, '08; XTS '13-14

Chevrolet Avalanche '05, '07-09; Camaro '13; Cobalt '05-09; Corvette '05, '13; Cruze (1.4T) '11-14; Cruze (1.8L) '11-13; Equinox (4-cyl.) '10-11; Equinox (V6) '05, '07-08, '10; HHR '06, '08-11; Impala (2.5L, 4-cyl.) '14; Impala (V6) '05-10, '12; Malibu (4-cyl.) '08-09; Malibu (V6) '08, '11; Silverado 1500 (V6) '08, '14; Silverado 1500 (V8, 2WD) '14; Silverado 1500 (V8, 4WD) '05, '08-09, '14; Silverado 2500 and 3500 HD '12; Silverado 2500 and 3500 HD (diesel) '11-13; Sonic '12, '14; Suburban '05, '07-10; Tahoe '08-09; TrailBlazer '05-06, '08; Traverse '09-11; Uplander '06-08; Uplander, Venture '05; Volt '12-13

Chrysler 200 Sedan '11-13; 300 '13-14; Pacifica '07; PT Cruiser '05-08; Sebring Convertible '05; Sebring Sedan '05; Town & Country '05-12

Dodge Caliber '07-08; Challenger '12; Charger '08, '11-14; Dakota '07; Dart (1.4T) '13; Durango '11-13; Grand Caravan '05-12; Journey '09-13; Neon '05; Ram 1500 (V8, 4WD) '07, '09; Ram 2500 and 3500 (diesel) '06-10; Stratus '05

Fiat 500 '12-13; 500L '14

Ford C-Max Energi '13; C-Max Hybrid '13-14; Crown Victoria '09-10; Edge (4-cyl.) '12-13; Edge (V6) '12; Escape (1.6L EcoBoost) '13; Escape (2.0L EcoBoost) '13; Escape (4-cyl., nonturbo) '07, '10, '13-14; Escape (V6) '09-10; Expedition '10-11; Explorer (V6) '05-07, '09-12; Explorer (V8) '05-07, '10; Explorer Sport Trac '07; F-150 (V6, EcoBoost) '11-13; F-150 (V8, 4WD) '11; F-250 and F-350 '11; F-250 and F-350 (diesel) '05-08, '10-11, '13; Fiesta '11-14; Flex '09-10; Flex EcoBoost '10, '13; Focus '12-13; Focus ST '13; Fusion (1.6L, 1.5L EcoBoost) '13; Fusion (2.0L EcoBoost) '13; Fusion (4-cyl., nonturbo) '13; Fusion (V6) '10; Fusion Hybrid '13; Mustang (V6) '11, '13; Mustang (V8) '12-14; Taurus (AWD) '10-11

GMC Acadia '07-11, '14; Envoy '05-06, '08; Sierra 1500 (V6) '08, '14; Sierra 1500 (V8, 2WD) '14; Sierra 1500 (V8, 4WD) '05, '08-09, '14; Sierra 2500 and 3500 HD '12;

Sierra 2500 and 3500 HD (diesel) '11-13; Terrain (4-cyl.) '10-11; Terrain (V6) '10; Yukon '08-09; Yukon XL '05, '07-10

Hyundai Elantra Touring '10-11; Entourage '07; Genesis Coupe '13; Santa Fe (V6) '10, '12-13; Santa Fe Sport (4-cyl.) '13; Santa Fe Sport (turbo) '14; Sonata (turbo) '11-12; Sonata (V6) '10; Veloster '12-13; Veracruz '07, '12

Infiniti G Coupe and Conv. '12; JX '13; Q50 '14; QX60 '14

Jeep Cherokee (4-cyl.) '14; Cherokee (V6) '14; Commander '06; Compass '14; Grand Cherokee (diesel) '14; Grand Cherokee (V6) '10-12, '14; Grand Cherokee (V8) '05-06, '11-14; Liberty '05-07, '09-11; Patriot '08, '12; Wrangler (2-door) '08-09, '12, '14; Wrangler (4-door) '07-09, '11-13

Kia Optima (turbo) '11; Rondo '08; Sedona '05-07, '11-12; Sorento (4-cyl.) '13; Sorento (V6) '05, '08, '11, '13

Lincoln MKS '13; MKT EcoBoost '10, '13; MKX '12; MKZ Hybrid '14; Town Car '07

Mazda CX-7 '07; Tribute (4-cyl.) '10; Tribute (V6) '09-10; 3 (2.5L) '06, '07-09, '09-10

Mercedes-Benz C-Class (V6) '09; CLA250 '14; E-Class Coupe and Conv. '14; GL-Class '08, '11, '13-14; M-Class (diesel) '12; M-Class (nondiesel) '06, '12, '14; S-Class '13-14

Mercury Grand Marquis '09-10; Mariner (4-cyl.) '07, '10; Mariner (V6) '09-10; Milan (V6) '10; Mountaineer (V6) '05-07, '09-10; Mountaineer (V8) '05-07, '10

Mini Cooper '07-12; Cooper S '05-12; Countryman '11-13

Nissan Altima Sedan (4-cyl.) '13-14; Altima Sedan (V6) '13; Cube '10; Frontier '05, '07; Juke '11; Maxima '05-06; Murano '05-06; Pathfinder '05-07, '13-14; Sentra '13; Titan '10; Xterra '05-06

Pontiac G5 '07-09; G6 Sedan '08-09; Grand Prix '05, '08; Montana, SV6 '05-06; Solstice '07; Torrent '07-08

Ram 1500 (V6) '13-14; 1500 (V8, 2WD) '14; 1500 (V8, 4WD) '13-14; 2500 and 3500 (diesel) '11-14

Saab 9-3 '05

Saturn Aura '07; Ion '05-06; Outlook '07-09; Relay '05-07; Sky '07; Vue '08

Scion FR-S '13

Subaru BRZ '13; Forester (turbo) '05; Impreza WRX/STi '11, '13; Legacy (4-cyl.) '07-08; Legacy (turbo) '05-06; Outback (4-cyl.) '05-08; Outback (turbo) '05-06

Volkswagen Beetle (4-cyl., 5-cyl.) '13; Beetle TDI '13; CC '09-10, '12-13; Eos '12; GTI '07, '11-13; Jetta Sedan (4-cyl., 5-cyl.) '06, '11; Jetta Sedan (turbo) '14; Jetta Sedan TDI '14; New Beetle (4-cyl., 5-cyl.) '08; Passat (4-cyl.) '06-07, '09-10; Passat TDI '05, '13; Tiguan '09-11; Touareg '12

Volvo XC70 '12; XC90 '11

Vehicle

RELIABILITY

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*Between 04/01/13 and 04/30/13, the average estimated savings off MSRP presented to program users by participating based on user new vehicle configurations was \$2,791.

Reliability

Whether you're buying new or used, check here to see how often you'll be visiting the mechanic

THERE'S NO GUARANTEE that your new or used car will be problem-free—or a wallet-busting lemon. But choosing a car with a history of outstanding reliability is one way to move the needle in your favor.

These charts are based on about 1.1 million vehicles that our subscribers reported on in our most recent Annual Auto Survey—the largest automotive consumer data survey in America.

The scores reflect the percentage of owners who

said they had serious problems with their vehicles during the previous 12 months, taking into account cost, failure, safety, or downtime, in each of 16 trouble spots. Because high-mileage cars tend to encounter more problems than low-mileage cars, problem rates are standardized to minimize differences due to mileage. The 2014 models were generally less than six months old at the time of the survey, with an average of about 3,000 miles.

HOW TO READ THE CHARTS

Better Avg. Worse

TROUBLE SPOTS

Here is where you look to see a model's individual strengths and weaknesses.

Engine, major; engine cooling; transmission, major; and drive system have greater weight because they can be serious and expensive repairs.

MODEL AND MODEL YEAR

Years in red indicate when a model was redesigned or introduced. A blank column means the model was not sold that year. Models with insufficient data are noted with a column of asterisks (*).

NEW-CAR PREDICTION

This is where you'll find how a 2015 model should hold up. It is an average of a model's Used-Car Verdict for the latest three years, provided it didn't change significantly in that time and hasn't been redesigned for 2015. We might make a calculation based on one or two years' data if the model was redesigned in 2014 or 2013, or if we lacked some data. We may predict reliability for a new or redesigned model if the manufacturer has an excellent track record.

TROUBLE SPOTS

Honda Crosstour, Accord Crosstour

	09	10	11	12	13	14
Engine, Major	●	●	●	●	●	*
Engine, Minor	○	○	○	○	○	*
Engine Cooling	●	●	●	●	●	*
Trans., Major	○	○	○	○	○	*
Trans., Minor	○	○	○	○	○	*
Drive System	○	○	○	○	*	
Fuel System	●	●	●	●	●	*
Electrical	●	○	●	●	●	*
Climate System	○	○	○	○	○	*
Suspension	●	●	●	●	●	*
Brakes	●	●	●	●	●	*
Paint/Trim	○	○	○	○	○	*
Body Integrity	●	●	●	●	●	*
Body Hardware	●	●	●	●	●	*
Power Equipment	●	●	●	●	●	*
Audio System	●	●	●	●	●	*
USED-CAR VERDICTS	●	●	●	●	●	*
NEW-CAR PREDICTION	●	●	●	●	●	*
Average	○	○	○	○	○	*

OLDER CARS' SCORES

These are based on the percentage of survey respondents who reported problems for that trouble spot, compared with the average model of that year. (See "Average Problem Rates Overall," at right.)

Models that score a ● suffer a higher rate of problems than the average model; models with a ○ had relatively few problems.

We do not assign a ● or a ○ unless the model's problem rate exceeds 3 percent. If a problem rate is below 2 percent or 1 percent, it will be assigned a ○ or a ●, respectively.

Average Problem Rates Overall

TROUBLE SPOTS	Model Year	'09	'10	'11	'12	'13	'14
Engine, Major	2	1	<1	<1	<1	<1	
Engine, Minor	2	2	1	1	<1	<1	
Engine Cooling	2	1	1	1	<1	<1	
Trans., Major	1	1	1	<1	<1	<1	
Trans., Minor	2	1	1	1	1	<1	
Drive System	2	2	1	1	1	<1	
Fuel System	4	3	3	2	1	1	
Electrical	4	3	3	2	1	1	
Climate System	3	3	2	1	1	1	
Suspension	4	3	2	2	1	<1	
Brakes	7	5	4	2	1	1	
Paint/Trim	3	2	2	1	1	1	
Body Integrity	5	4	4	3	3	1	
Body Hardware	6	5	4	3	2	<1	
Power Equipment	4	3	2	2	1	1	
Audio System	3	3	3	3	4	2	

Based on percentage of respondents with problems for that model year and trouble spot.

USED-CAR VERDICTS

This shows whether a model had more or fewer problems overall than the average vehicle of that year, calculated from the total number of problems reported by subscribers in all trouble spots.

Buick-Chevrolet

A horizontal scale with five positions: a red dot labeled "Better", a red circle, a white circle labeled "Avg.", a black circle, and a black dot labeled "Worse".

Chevrolet Malibu (V6)	Chevrolet Silverado 1500 (V8, 2WD)	Chevrolet Silverado 1500 (V8, 4WD)	Chevrolet Sonic	TROUBLE SPOTS	Chevrolet Suburban	Chevrolet Tahoe	Chevrolet Traverse	Chevrolet Volt
'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Engine, Major	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Engine, Minor	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Engine Cooling	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Trans., Major	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Trans., Minor	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Drive System	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Fuel System	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Electrical	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Climate System	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Suspension	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Brakes	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Paint/Trim	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Body Integrity	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Body Hardware	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Power Equipment	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Audio System	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	USED-CAR VERDICTS	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●	● ● ● ● ●
Discontinued	Much worse than avg.	● Much worse than avg.	● Worse than avg.	● NEW-CAR PREDICTION	New	Average	Better than avg.	Average

Chrysler-Ford

Ford Taurus (FWD)	GMC Acadia	GMC Canyon	GMC Sierra 1500 (V6)	TROUBLE SPOTS	GMC Sierra 1500 (V8, 4WD)	GMC Terrain (4-cyl.)	GMC Yukon	GMC Yukon XL
'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	Engine, Major	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14
● ● ● ● ● ●	● ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Engine, Minor	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	● ● ● ● ● ○	○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Engine Cooling	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Trans., Major	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	Trans., Minor	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	Drive System	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	Fuel System	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	Electrical	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	Climate System	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	Suspension	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	Brakes	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	Paint/Trim	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	Body Integrity	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	Body Hardware	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	Power Equipment	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○
○ ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	○ ○ ○ ○ ○ ○	Audio System	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○
USED-CAR VERDICTS				NEW-CAR PREDICTION	Much worse than avg.	●	Better than avg.	●
Average ○	Average ○	New	Much worse than avg.	NEW-CAR PREDICTION	Much worse than avg.	●	Better than avg.	●
							Average ○	New

Honda-Jeep

Mazda-Nissan

Mazda CX-5 (2.0L)	Mazda CX-5 (2.5L)	Mazda CX-7	Mazda CX-9	TROUBLE SPOTS	Mazda MX-5 Miata	Mazda Tribute (V6)	Mazda3 (2.0L)	Mazda3 (2.5L)
'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '14 '15	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14		'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14
● ●	● ●	* ○ ● * ●	● ● ● ● ● ●	Engine, Major	● ● ● ● ● *	● ○ ●	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ● * ●	● ● ● ● ● ●	Engine, Minor	● ● ● ○ ○ *	● ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ● * ●	● ● ● ● ● ●	Engine Cooling	● ● ● ○ ○ *	● ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ● * ●	● ○ ○ ○ ○ ○	Trans., Major	● ● ○ ○ ○ *	○ ○ ○	○ ○ ○ ○ ○	○ ○ ○ ○ ○
● ●	● ●	* ○ ● * ●	● ○ ○ ○ ○ ○	Trans., Minor	● ○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Drive System	● ○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Fuel System	● ○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Electrical	● ○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Climate System	● ○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Suspension	● ○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Brakes	● ○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Paint/Trim	● ○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Body Integrity	● ○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Body Hardware	● ○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Power Equipment	● ○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
● ●	● ●	* ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	Audio System	● ○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
○ ○	○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	USED-CAR VERDICTS	● ○ ○ ○ ○ *	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
○ ○	○ ○	● ○ ○ ○ ○ ○	● ○ ○ ○ ○ ○	NEW-CAR PREDICTION	Much better than avg.	Discontinued	Better than avg.	Average
Better than avg. ●		Much better than avg. ○		Discontinued	Better than avg. ●		Average ○	

Subaru-Toyota

Toyota Corolla	Toyota FJ Cruiser	Toyota Highlander (4-cyl.)	Toyota Highlander (V6)	TROUBLE SPOTS	Toyota Highlander Hybrid	Toyota Matrix	Toyota Prius	Toyota Prius C
'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Engine, Major	● ● ● ● ● *	● ● * * *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Engine, Minor	● ● ● ● ● *	● ○ ● * * *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Engine Cooling	● ● ● ● ● *	○ ● ● * * *	○ ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Trans., Major	● ● ● ● ● *	● ● ● * * *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Trans., Minor	● ● ● ● ● *	● ● ● * * *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Drive System	● ● ● ● ● *	● ● ● * * *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Fuel System	● ● ● ● ● *	● ● ● * * *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Electrical	● ● ● ● ● *	● ● ● * * *	● ● ○ ○ ○	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Climate System	● ● ● ● ● *	● ● ● * * *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Suspension	● ● ● ● ● *	● ○ ● * * *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Brakes	● ● ● ● ● *	○ ● ● * * *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Paint/Trim	● ● ○ ○ ● *	● ● ○ * * *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Body Integrity	● ● ● ● ● *	● ○ ○ * * *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Body Hardware	● ○ ○ ○ ○ *	● ○ ○ * * *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Power Equipment	● ○ ○ ○ ○ *	● ○ ○ * * *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● * ● ● *	● ● ● ● ● *	● ● ● ● ● *	Audio System	● ○ ○ ○ ○ *	● ○ ○ * * *	● ○ ○ ○ ○	● ○ ○ ○ ○
USED-CAR VERDICTS				NEW-CAR PREDICTION	Better than avg. ●	Discontinued	Much better than avg. ●	Much better than avg. ●
Better than avg. ●				NEW-CAR PREDICTION	Better than avg. ●	Discontinued	Much better than avg. ●	Much better than avg. ●

Toyota Prius Plug-in Hybrid	Toyota Prius V	Toyota RAV4 (4-cyl.)	Toyota RAV4 (V6)	TROUBLE SPOTS	Toyota Sequoia	Toyota Sienna (AWD)	Toyota Sienna (FWD)	Toyota Tacoma (V6, 2WD)
'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14
● ● *	● ● ●	● ● ●	● ● ●	Engine, Major	● ● ●	● ● *	● ● ●	● ● ●
● ● *	● ● ●	● ● ●	● ● ●	Engine, Minor	● ● ●	● ● *	● ● ●	● ● ●
● ● *	● ● ●	● ● ●	● ● ●	Engine Cooling	● ● ●	● ● *	● ● ●	● ● ●
● ● *	● ● ●	● ● ●	● ● ●	Trans., Major	● ● ●	● ● *	● ● ●	● ● ●
● ● *	● ● ●	● ● ●	● ● ●	Trans., Minor	● ● ●	● ● *	● ● ●	● ● ●
● ● *	● ● ●	● ● ●	● ● ●	Drive System	● ● ●	● ● *	● ● ●	● ● ●
● ● *	● ● ●	● ● ●	● ● ●	Fuel System	● ● ●	● ● *	● ● ●	● ● ●
○ ● *	● ● ●	● ● ●	● ● ●	Electrical	● ● ●	● ● *	● ● ●	● ● ●
● ● *	● ● ●	● ● ●	● ● ●	Climate System	● ● ●	● ● *	● ● ●	● ● ●
● ● *	● ● ●	● ● ●	● ● ●	Suspension	● ● ●	● ● *	● ● ●	● ● ●
● ● *	● ● ●	● ● ●	● ● ●	Brakes	● ● ●	● ● *	● ● ●	● ● ●
● ● *	● ● ●	● ● ●	● ● ●	Paint/Trim	○ ○ ○	● ● *	● ● ●	● ● ●
● ● *	● ● ●	● ● ●	● ● ●	Body Integrity	● ● ●	● ● *	● ● ●	● ● ●
● ● *	● ● ●	● ● ●	● ● ●	Body Hardware	● ○ ○	● ● *	● ● ●	● ● ●
● ○ *	● ○ ○	● ○ ○	● ○ ○	Power Equipment	● ○ ○	● ● *	● ● ●	● ○ ○
● ● *	● ● ○	● ● ○	● ● ○	Audio System	○ ● ○	● ● *	● ● ●	● ○ ○
● ○ *	● ○ ○	● ○ ○	● ○ ○	USED-CAR VERDICTS	● ○ ○	● ● *	● ○ ○	● ○ ○
Much better than avg. ●	Much better than avg. ●	Better than avg. ○	Discontinued	NEW-CAR PREDICTION	Better than avg. ●	Better than avg. ●	Much better than avg. ●	Better than avg. ●

Toyota Tacoma (V6, 4WD)	Toyota Tundra (V8, 2WD)	Toyota Tundra (V8, 4WD)	Toyota Venza (4-cyl.)	TROUBLE SPOTS	Toyota Venza (V6)	Toyota Yaris	Volkswagen Beetle, New Beetle (turbo)	Volkswagen CC
'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14		'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14	'09 '10 '11 '12 '13 '14
● ● ● ● ●	* ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Engine, Major	● ● ● ● ●	● ● * ● *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Engine, Minor	● ● ● ● ●	● ● * ● *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Engine Cooling	● ● ● ● ●	● ● * ● *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ● ● ● ●	● ● ● ● ●	● ● ● ● ●	Trans., Major	● ● ● ● ●	● ● * ● *	● ● ● ● ●	● ● ● ● ●
● ● ● ● ●	* ○ ○ ○ ○	○ ○ ○ ○ ○	● ● ● ● ●	Trans., Minor	● ● ● ● ●	● ● * ● *	● ● ● ● ●	● ● ● ● ●
○ ○ ○ ○ ○	* ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	Drive System	○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
○ ○ ○ ○ ○	* ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	Fuel System	○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
○ ○ ○ ○ ○	* ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	Electrical	○ ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
○ ○ ○ ○ ○	* ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	Climate System	○ ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
○ ○ ○ ○ ○	* ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	Suspension	○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
○ ○ ○ ○ ○	* ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	Brakes	○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
○ ○ ○ ○ ○	* ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	Paint/Trim	○ ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
○ ○ ○ ○ ○	* ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	Body Integrity	○ ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
○ ○ ○ ○ ○	* ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	Body Hardware	○ ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
○ ○ ○ ○ ○	* ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	Power Equipment	○ ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
○ ○ ○ ○ ○	* ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	Audio System	○ ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
○ ○ ○ ○ ○	* ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	USED-CAR VERDICTS	○ ○ ○ ○ ○	○ ○ ○ ○ ○	● ○ ○ ○ ○	● ○ ○ ○ ○
Average ○	Much better than avg. ●	Better than avg. ○	Much better than avg. ●	NEW-CAR PREDICTION	Much better than avg. ●	Much better than avg. ●	NA	Much worse than avg. ●

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SELLING IT

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This sign, spotted by Sandy Green of Lansdale, Pa., hints that the auto body shop is pedaling merchandise far more sinister than spark plugs.



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Proof that some fender benders have silver linings: Now this minivan, seen by a reader in Ohio, matches its license plate.



Desperately In Need of GPS

The Porsche may be well-crafted, but not so the newspaper item, which name-checks the wrong country when describing one of Germany's most famous cars.



OFF DUTY Your Own Personal Porsche

Dan Neil takes a spin in the latest 911 from the Italian icon, a car so expertly designed it feels as if it were tailored for you.

The Wall Street Journal

Strenuous Start-Up

Push-button ignition is a liability in this used car ad, which suggests that a buyer would get a great workout to get this car going. Sent in by Steven J. Street of Rochester, N.Y.



Swerves, Skids, and Full-On Fails

As serious as we are about cars, we can't help but laugh when an ad or a sign veers off course. Luckily our readers keep us well-stocked in great fodder like this.

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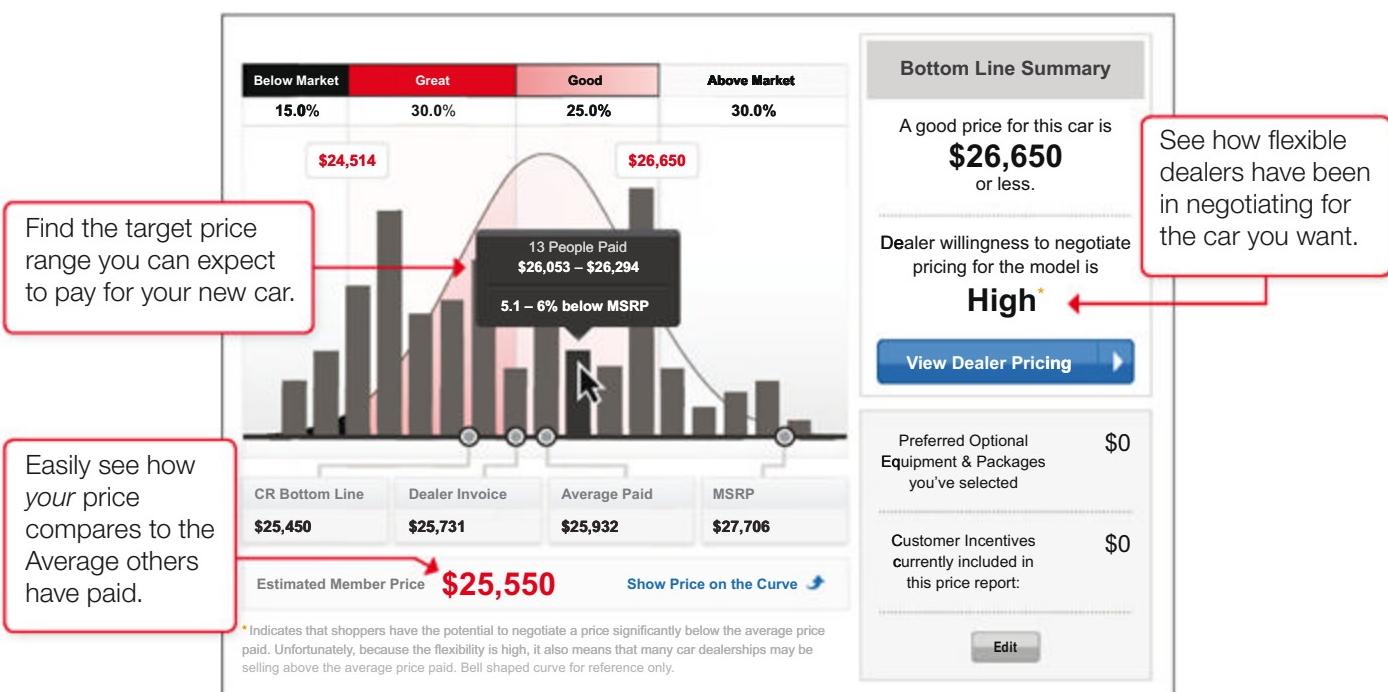
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